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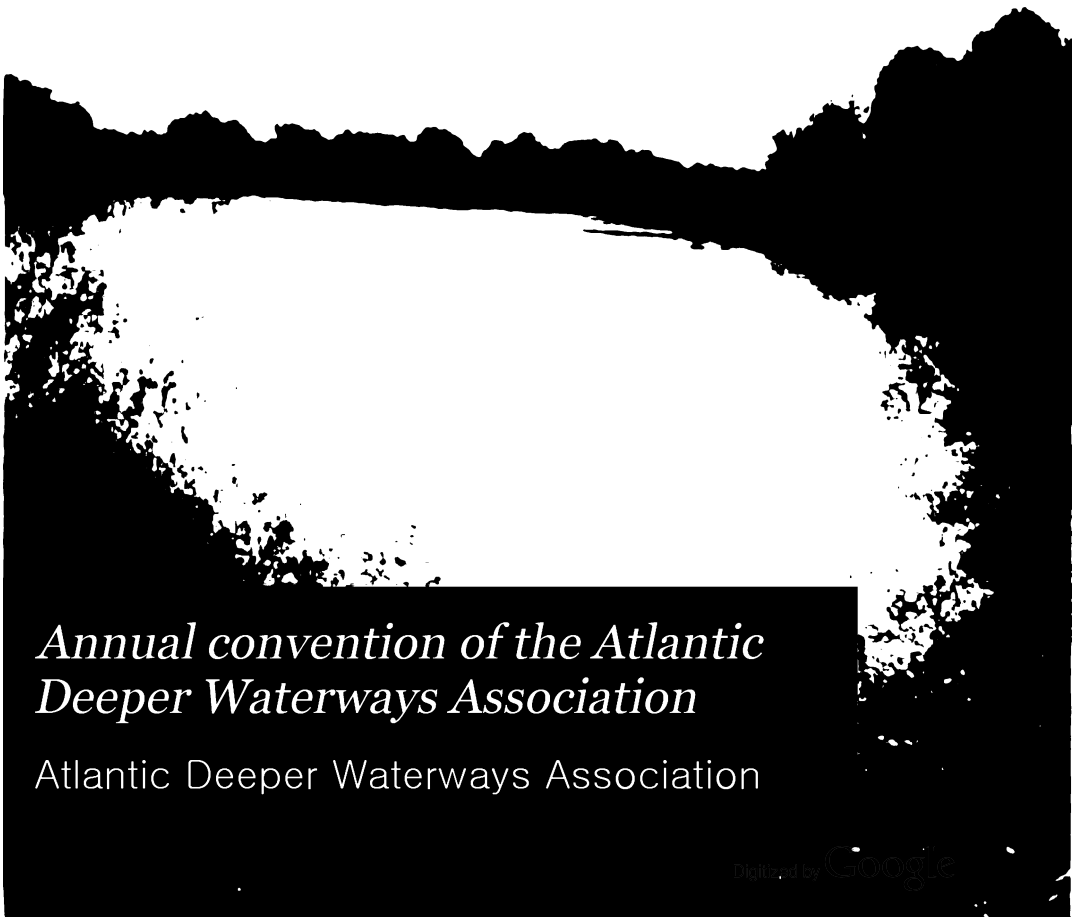
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Annual convention of the Atlantic Deeper Waterways Association

Atlantic Deeper Waterways Association

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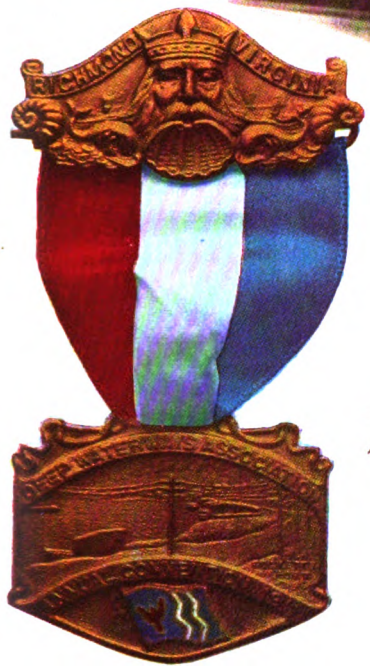
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Bird's-eye View of Richmond.



FOURTH ANNUAL CONVENTION

Atlantic Deeper Waterways Association

RICHMOND, VA.

October 17-20, 1911

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PUBLICATIONS

OF THE

Atlantic Deeper Waterways Association

INCLUDING SPEECHES AND

CONVENTION PROCEEDINGS

The Monthly Bulletins and other papers and data pertaining to the proposed inland waterways from

NEW ENGLAND TO FLORIDA

will be sent regularly to all municipalities, corporations, firms and individuals who have attached themselves as members.

The next Convention of the Association is to be held at New London, Conn., in September, 1912, when it is hoped the membership will be doubled.

Every business man, every agriculturist, every manufacturer, every shipper, every land-owner, every engineer, every sailing-master, every ship-owner, every yachtsman, every motor-boat builder, owner or operator should connect himself with this important movement.

Individual membership, $5 per annum; firms or corporations, $10; trade organizations, $15 to $75, according to membership; waterway associations, $75; municipalities of 5000 or less, $50; over 5000, $100.

Don't hesitate! Join!

For further information apply to

ADDISON B. BURK

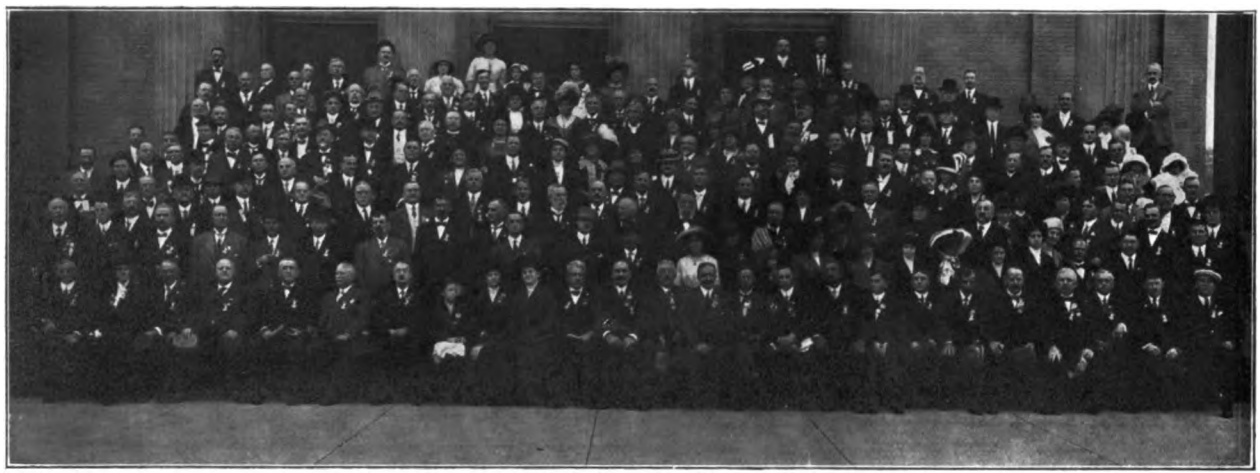
Secretary-Treasurer

CROZER BUILDING **PHILADELPHIA, PA.**

Design for Cover by Addison B. Burk.
From Souvenirs of the Richmond Convention.

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DELEGATES TO THE CONVENTION AT RICHMOND.

Photo by W. W. Foster, Richmond.

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FOURTH ANNUAL CONVENTION

ATLANTIC DEEPER WATERWAYS ASSOCIATION

HELD AT

Richmond, Va., October 17, 18, 19, 20 1911

Report of the Proceedings

Published by the
ATLANTIC-DEEPER WATERWAYS
ASSOCIATION

Compiled and Edited by ADDISON B. BURK, *Secretary Treasurer.*

PHILADELPHIA
GEORGE F. LASHER, PRINTER
November, 1911

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The Association



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TABLE OF CONTENTS.

Introductory 5

Getting Together at Old Point Comfort..... 9

The Convention City..... 14

Informal Reception..... 19

First Day Morning Session..... 41

" " Afternoon Session..... 89

" " Evening Session.....129

Second Day Morning Session.....141

" " Afternoon Session.....187

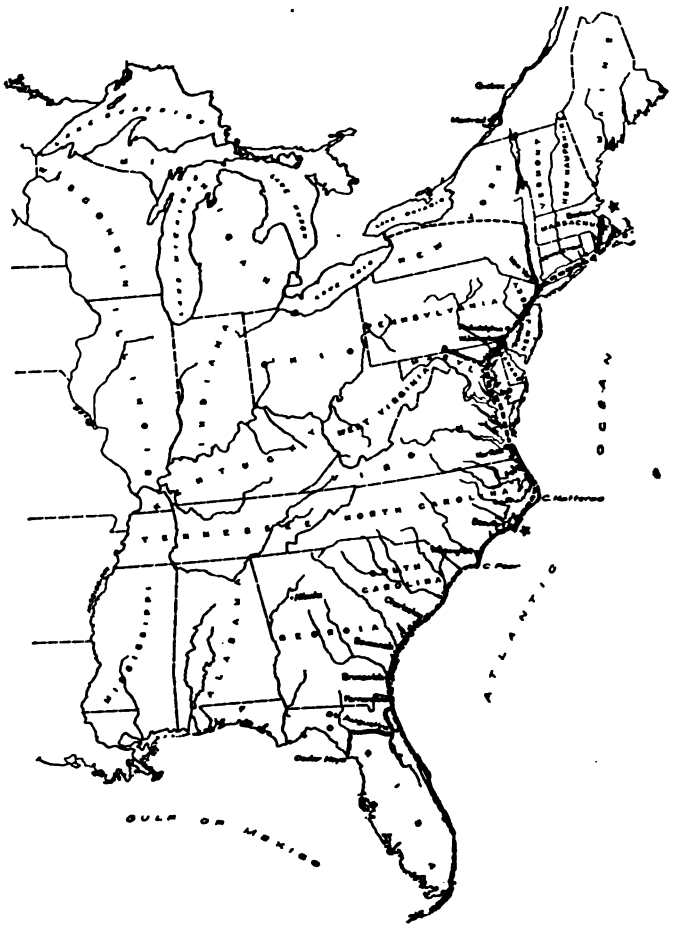
" " Evening Session.....241

Entertainment of Delegates.....261

Appendix 273

Index 351

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ROUTE OF PROPOSED INTRA-COASTAL WATERWAY.

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INTRODUCTORY.

THE distinctive feature of the Fourth Annual Convention of the Atlantic Deeper Waterways Association, held at Richmond, October 17 to 20, 1911, was the semi-official announcement that the United States Engineers had completed their surveys for an intra-coastal waterway from Boston to Key West, and that their report would be ready for presentation at the next session of Congress in time for action upon it by that body. This statement, although guarded in expression, was interpreted to mean that the report would be favorable; for, if it should be otherwise, there would be no need for any action by Congress.

At all events, the delegates to the Richmond convention were well satisfied with the progress that had been made, and were as enthusiastic as ever in their support of the project. Much has been accomplished since the conference was held in Philadelphia, in 1907, which led to the organization of the Association. At that time the project was outlined somewhat vaguely, for little was definitely known about the physical difficulties that might be encountered in the construction of an inland waterway or about the commerce to be served by its construction.

Year by year knowledge on these subjects has been increased; year by year the Association has been strengthened, not only numerically, but by the introduction of new forces at work for the development of water transportation. Prejudices have been overcome; members of Congress have been enlisted in support of the enterprise; the Government has been induced to make a costly survey of routes, and much information has been collected which shows beyond doubt that the waterway would be a paying enterprise, in that it would save to all the people in freight charges more than the interest upon the cost of its development. The Richmond

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convention met to hear some of the results of this campaign of research and education, and, like its predecessors, was fruitful in the production of papers of lasting value to the cause of waterway improvement.

At the outset of this movement the only thought was that of breaking down the barriers to a free passage of vessels along an inland waterway course, but it was soon realized that this alone would not serve to make the waterways useful.

In recent conventions, and particularly at Richmond, the papers presented have dealt largely with such subjects as terminal facilities and the necessary relations between waterways and railroads. Many problems relating to these subjects remain to be solved, but the questions have been fairly presented and the reader will find in the papers read at the fourth annual convention some attempts at their solution.

A feature of special interest which attaches to this volume of the Proceedings of the Association is the collection of reports from nearly all the large cities along the line of the proposed waterway, relating to the revival of interest in water transportation and the local activity which has resulted therefrom and which promises, even before the waterway has been constructed, to give to each city control of its water front, and an opportunity to construct suitable terminals for the development of independent lines of transportation.

The editor of the Proceedings has heretofore had occasion to recommend the papers read before the Association to the thoughtful consideration of Congress and of the general public. The Richmond convention has simply added another volume to what has come to be a library of useful waterway literature. The papers presented and the speeches made at this convention are at least equal in originality and forcefulness to any heretofore published, and they have the added merit that they present the practical viewpoints and deal more largely with the facts demanded by the Gradgrinds of the day than with theories and more or less imaginary conditions.

The Association is stronger now and its membership is more widely and evenly distributed all along the coast than ever before. There has been an awakening from Maine to

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Florida; opposition to the project has virtually disappeared, and little remains to be done save to start work on one or more of the links of the chain; to demonstrate, beyond the possibility of dispute, the value of the intra-coastal line.

No one on the Atlantic seaboard doubts this value. They know the dangers of the outside passage; they know the increased cost of water carriage caused by long voyages around the capes instead of by short canals, but there are some members of Congress from the interior of the country who are still skeptical about the need of an interior waterway running parallel to the broad Atlantic. The best answer to these skeptics would be the construction of one of the proposed canals, preferably one that could be completed in a short time at relatively little cost; for the opening of one such waterway would quickly bring a general demand for the completion of the entire project.

Pending the report to Congress by the United States Engineers, this volume of instructive papers is earnestly commended to the consideration of all who are interested in waterway development.

ADDISON B. BURK,
Secretary-Treasurer.

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GETTING TOGETHER AT OLD POINT COMFORT.

It has been the custom of the Philadelphia members of the Atlantic Deeper Waterways Association to organize annual waterway trips to the convention city for their own enlightenment and the entertainment of other delegates. In 1908 they took a delegation from Philadelphia to Baltimore by way of the Chesapeake and Delaware Canal; in 1909 they carried a large delegation to Norfolk on the steamship Alabama from Baltimore; in 1910 they chartered the Puritan and used it as a house boat during the convention at Providence, R. I. This was a very costly enterprise, but it enabled the delegates to see Long Island Sound and Narragansett Bay in daylight.

Following this established custom the Philadelphia committee chartered the steamer Alabama for a trip from Baltimore to Old Point Comfort on the way to the Richmond convention. The demand for state-rooms became so great that efforts were made to charter a second steamer to take care of the overflow, but none could be obtained. Nearly three hundred persons—delegates and members of their families—traveled on the Alabama, going and returning. They had the opportunity to see Chesapeake Bay by daylight, for, although the trips were made by night, the schedule was so arranged that on the outward voyage the lower bay was shown in the morning, and on the return voyage the upper bay and the harbor of Baltimore were seen under like conditions. The weather was, in the main, favorable. The Alabama arrived at Old Point Comfort on a delightfully clear sunlighted day, although at the time of target practice fog obscured the horizon.

On the return trip rain threatened and for a time the view was obscured by mist, but nevertheless Fort McHenry stood out clearly in the sunshine, its flag was duly saluted and the

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travelers had an excellent opportunity to observe the enterprise of Baltimoreans in improving their harbor facilities.

The first day of the outing was one of great enjoyment. The excursion party left Philadelphia in the evening of September 16 nearly an hour late, because of a railroad accident near Broad Street Station which had blocked the tracks. On account of this delay the special train could not reach the dock in Baltimore where the Alabama was moored awaiting the train's arrival. The cars were carried, however, to a point within walking distance of the pier, and soon after their arrival the entire excursion party had been assigned to rooms. By the time they had settled down they were ready to retire and the Entertainment Committee found it impossible to carry out its prepared programme of song and story.

There was some compensation in this, however, for, after a good night's rest, everybody was on deck in the early morning to view the approach to Old Point Comfort and, more particularly, to look upon the great array of battleships and cruisers anchored in Hampton Roads. A photograph taken from the deck of the Alabama shows the double line of vessels thus assembled, much as it was seen by the eye, although the distance from the moving steamboat to the nearest vessel was too great to permit the representation of details. As we passed the vessels the crews were engaged in their morning exercises, but the range was too great for the camera to show the movements of the men.

Arrived at Old Point Comfort, the scene was inspiring. On the wharf, besides a band of music, there were some hundreds of delegates to the convention who had traveled by other routes, and a group of richly attired army officers, headed by Col. F. S. Strong, a tall, well-built officer commanding the troops at Fort Monroe.

The Colonel gave official welcome to President Moore, and explained that every officer not on duty at the fort had been detailed to act as guide in escorting the visitors through the artillery school and to the Fort, where a dress parade was to be held.

Before the arrival of the Philadelphia party other excur-

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sionists had reached Old Point Comfort. Mr. Charles E. Reid, of the North Side Board of Trade, New York, had organized one party to travel by the outside route from New York to Norfolk, and E. W. Douglas, of Troy, New York, had brought a large delegation, together with a band of music, by the same route, so that when we assembled in the Hotel Chamberlin, at Old Point Comfort, on the morning of October 17, the greater part of the convention was in attendance.

A visit was first made to the Artillery School, a highly technical educational institute attended by officers of high rank as well as by the younger officers and men in the coast artillery service. The work done by this branch of the military service is largely mechanical and scientific, electricity playing a large part in all the exercises of the force. As a consequence, it is necessary for officers and men to be thoroughly familiar with motors of all kinds and with electrical apparatus used with searchlights and in the handling and firing of great guns, of submarine mines and of torpedo boats.

The school is thoroughly equipped with apparatus and machines to illustrate the practice in defensive works. The instruction given, besides being largely technical and scientific, is based upon the laboratory principle. The officers and men actually perform in the school the work they are expected to do in fort or field.

Officers and men in the coast artillery service are of the highest class mentally, morally and physically. They are true soldiers, but they fight not with sabre or bayonet, but at long range with scientific instruments of precision.

Just as the visitors were leaving the school buildings, at 11 A. M., Governor Mann, of Virginia, arrived by train and was greeted by the Governor's salute of seventeen guns. In company with President Moore he was escorted to the parade ground by the Post band and a detachment under the command of Major Clarence H. McNeil, of the Coast Artillery Corps.

Immediately upon their arrival a full-dress infantry parade by coast artillery troops of the garrison was held. There were nearly 1,000 men in line, commanded by Major Frank

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W. Coe, of the Coast Artillery Corps. The parade was a very beautiful and inspiring spectacle. Immediately upon its conclusion the visitors hastened to the ramparts of old Fort Monroe, from which to view target practice from Battery Parrott, a modern battery of two 12-inch rifles mounted on disappearing carriages. Each gun was fired four times, making eight shots in all, at a moving target at a range of over 10,000 yards (about six miles). The battery was commanded by Captain R. H. Williams, Coast Artillery Corps, and under direction of Major Alston Hamilton, Coast Artillery Corps, Fire Commander.

It was the most interesting spectacle presented during the trip to Richmond. The great rifle lies at rest in an almost horizontal position back of and below the crest of the battery. It is operated by electricity. At the word of command this great rifle, weighing many tons, rises above the battery wall, is elevated at an angle previously determined upon and is fired. The recoil drives its carriage back and downward to the former protected position of the gun. It operates with remarkable smoothness. When the discharge takes place an almost blinding ball of flame appears at the muzzle of the gun, turning at once into smoke, which is quickly dissipated. The noise is a sharp crack, followed by reverberations across the water, but the concussion is not as great as one might expect. Our picture, from a photograph by J. A. Wilson, of Fort Monroe, taken at this critical moment, by the aid of electricity, shows the gun at the instant of discharge. The great ball-like appearance at the muzzle of the gun is formed by the incandescent gas. Beyond the smoke in this picture there is a dark line directly in front of the muzzle which is believed to represent the projectile in its flight, prolonged by its exposure to the sensitive film, although it is probable that the exposure did not exceed 1-400 of a second. Another interesting feature of this picture is that it shows the men on the gun platform standing on their toes, to lessen the concussion from the discharge, and at the same time covering their ears with their hands to prevent the breaking of ear drums.

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The weight of the projectile fired by this 12-inch gun is 1,046 pounds, or about half a ton. The powder charge is 325 pounds. The velocity of the projectile is 2,250 feet per second. The target was on the horizon line six miles away and only faintly visible owing to the haze, but with the unaided eye the splash of water could be seen as the half-ton projectile fell into the sea in front of or beyond the target. The latter was 60 feet long and 30 feet high, being the regulation target for practice. When it had been towed in, as we saw it from the train, we could understand why it was almost invisible at a range of six miles. The target is of wire netting of the dimensions given, mounted on a float and supported by three masts. A ball striking it will, of course, pass through the netting, and the result of practice is not learned until the target is brought in and examined. The one we saw appeared to have escaped damage except that one of the masts had been hit and broken, but the conditions were not favorable for practice and it was undertaken, no doubt, for the benefit of our Association.

The exhibition was greatly appreciated by all who were fortunate enough to be in attendance. There are at Fort Monroe the band (a very fine one), 10 companies of 104 men each and a school detachment of 75 men. The school has a commandant, a secretary, three directors of departments, a librarian, ten officers as instructors and six enlisted instructors. The classes consist of 40 officers and 60 enlisted men under instruction.

After this most enjoyable military entertainment the delegates had luncheon at the Chamberlin Hotel, President Moore entertaining the officers of the garrison.

Delay at the luncheon, unavoidable because of the large attendance, prevented the train for Richmond from leaving in time to permit the stop at Williamsburg, which had been a part of the programme. The train arrived at Richmond about six o'clock in the afternoon. Special trolley cars quickly conveyed the delegates to their hotels, and early in the evening the informal reception was held that opened the programme of proceedings.

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THE CONVENTION CITY.

Like Rome, in one particular, Richmond is built upon seven (or more) hills and is consequently picturesque in its street development. At the close of the Civil War it was almost destroyed by fire, but fortunately some of the old landmarks were saved and, although it is now a relatively new city with many of its structures entirely modern, it contains some fine old mansions, churches and public buildings. After its virtual destruction in 1865 few males were left to undertake its rebuilding, except very old men and young boys, too old or too young for military service, and they were without capital. It took a long time for the city to recover under these adverse conditions, but in the last two decades it has made wonderful strides. It is now more like a modern Western city in its buildings and the enterprise of its merchants than a city of the South.

Richmond is at the head of navigation on the James River, because of the rapids opposite the city. But it is near enough to the sea to engage in foreign commerce if the river should be improved. The James is a tortuous stream. At one point the Dutch Gap canal, two hundred yards long, cuts off seven miles of navigation. One or two other longer cuts are proposed that will correspondingly reduce the distance from Richmond to the sea and promote navigation.

Richmond is earnestly at work trying to improve its waterways and on the day our convention met the city authorities, largely as a result of the Association's waterway agitation, authorized the purchase of a site for city docks.

The following description of Richmond, its surroundings, events in its history, etc., has been taken from an interesting illustrated publication by the Virginia Navigation Company describing the splendid boat service it maintains on the James River:

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Richmond, the capital city by the James, presents to the eye of the newcomers from whatever direction of approach, a most pleasing appearance. Its central feature is the dignified Capitol building, upon the brow of the highland which slopes downward thence to the swift river, covered with a wide expanse of commercial streets and substantial public, business and private buildings. The hotels are all in the immediate vicinity of the historic Capitol and its beautiful green square, which is the glory of the city. The new State Library rises to the left or east of the Capitol, and behind it is the costly City Hall.

THE OLD CAPITOL BUILDING.

The corner-stone for the State Capitol of Virginia was laid in 1785. In the rotunda stands Houdon's statue of Washington, which is regarded as one of the most faithful *counterfeit presentments* of the "Father of our Country" in existence. Houdon's bust of Lafayette is near the statue. The Senate chamber was used during the Civil War by the Confederate House of Representatives. This room, the hall of the House of Delegates, opposite, and the rotunda gallery, contain numerous paintings and portraits of great historical value.

The Land Office contains the oldest State records in America, being continuous from 1620. The State Library contains 40,000 volumes, which are in the new building. Visitors are admitted to the roof, which commands a grand view of the scene of many conflicts.

The grounds are adorned by an imposing equestrian statue of Washington, by Crawford, with the six figures of Patrick Henry, Thomas Jefferson, George Mason, Thomas Nelson, Jr., John Marshall and Andrew Lewis grouped below. It was completed since the war. Statues of Henry Clay and T. J. (Stonewall) Jackson are near by.

NEW STATE LIBRARY.

The beautiful building destined to contain the wealth of volumes belonging to the State of Virginia. long stored in the Old Capitol, adds another to the many modern attractions of the city. It faces the Capitol, from which it is separated by a grassy interval only.

NEW CITY HALL.

The most costly structure in Richmond is the fine City Hall upon Broad Street, opposite the Capitol.

MANY RECENT ARCHITECTURAL ADDITIONS.

The architects of Richmond are to be credited with a fine array of large and attractive buildings, as well as a pleasing reform in the art of house-building. The Chamber of Commerce, Planters Bank, Y. M. C. A. Hall, Masonic Temple, Times Building, Union Passenger Stations and numerous great factories are in evidence. as well as many blocks of beautiful residences along Franklin and other fashionable streets.

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THE HISTORICAL ROUND.

Strangers in town with a few hours of leisure rarely forego the carriage tour to see the carefully preserved landmarks with which the heavy hand of war endowed Richmond. These may be briefly summarized as follows: Jeff Davis Mansion, or "White House of the Confederacy," Site of Libby Prison, "Castle Thunder," Libby Hill and new Confederate Soldiers' Monument, Oakwood Cemetery, containing graves of 16,000 Confederates; Gamble's Hill, overlooking Belle Isle, once a prison camp for hapless Federal captives; the Tredegar Iron Works, and the bridges spanning the James; Hollywood Cemetery, wherein an impressive stone pyramid rises among the graves of 11,000 Confederates, and where are buried the Confederate Generals, A. P. Hill, George E. Pickett, William Smith, J. E. B. Stuart, Commodore Maury and many famous men who died in earlier days, including Presidents Monroe, Tyler and Jefferson Davis. There is also to be seen the lofty monument bearing the equestrian figure of General Robert E. Lee, the Hill statue upon the Hermitage road and Wickham statue in Monroe Park, the Soldiers' and Sailors' monument on Libby Hill, the Richmond Howitzers' monument, and the Stonewall Jackson, Stuart and Jeff Davis monuments.

ANTE-BELLUM RELICS.

These include the Monumental Church, on which site the memorable Richmond Theater was burned; St. John's Church, "Washington's Headquarters," old Bell Tower in the Capitol grounds, and the reputed grave of Powhatan.

DRIVES TO BATTLEFIELDS.

Carriages will make special trips to any of the following fields: Yellow Tavern, 4 miles; Mechanicsville, 5½ miles; Cold Harbor, 10 miles; Gaines' Mill, 8 miles; Fair Oaks and Seven Pines, 8½ miles. The latter, as well as White Oak Swamp, may be reached by rail.

MILE-STONES OF TIME.

1524. James River explored by Lucas Vasquez d'Ayllon.
1526. Ayllon obtained a charter for colonizing the James River from Charles V. of Spain, and located a town called San Miguel, near the site of Jamestown.
1584. First expedition of Walter Raleigh landed upon the coast near Hatteras, and named the region "Virginia," in honor of the virgin Queen of England, Elizabeth. Walter Raleigh knighted.
1585. Sir Walter Raleigh's colony in seven ships arrived upon the present coast of North Carolina.
1586. The colony visited by the fleet of Sir Francis Drake.
1587. Raleigh sent a third colony to Roanoke Island, which was followed by a massacre of the colonists by Indians under Powhatan.

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BATTLESHIPS AT HAMPTON ROADS.

Photo by A. B. Burk



GOVERNOR MANN, OF VIRGINIA, AND PRESIDENT MOORE BEING ESCORTED TO THE PARADE GROUND AT FORT MONROE.

Photo by A. B. Burk

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1606. Grant of patent to the Virginia companies at London.
1607. First English settlement in America made upon the James River, at Jamestown. Captain John Smith saved from execution by Pocahontas.
1608. Jamestown colony greatly reduced by death from fevers and Indians.
1609. Expedition under Sir Thomas Gates reached Jamestown.
1610. Expedition of Lord De la Ware arrived at Jamestown.
1611. Arrival of Sir Thomas Dale. Settlement of the town of Henrico, near the present Dutch Gap canal, and Bermuda city.
1616. Princess Pocahontas arrived in London as the wife of John Rolfe, the first Virginia tobacco planter.
1619. Governorship of Sir George Yeardley upon the James River. Arrival of one hundred young women for wives. First American Legislature assembled in the church at Jamestown.
1622. Governorship of Sir Francis Wyatt. Massacre of about 350 settlers by Indians.
1624. Dissolution of the Virginia Company in London by James I.
1633. Arrival of the Catholic colony of Lord Baltimore at the Capes of the Chesapeake *en route* to found Baltimore city.
1642. Sir Walter Berkeley arrived at Jamestown as Governor of the Colony of Virginia.
1644. Massacre of colonists by Indians.
1647. The colony upon the James largely increased by Cavaliers, fugitives from England.
1652. Surrender of Jamestown to the English fleet and Cromwellian Commissioner.
1673. Virginia granted by the crown to the Earl of Arlington and Lord Culpepper.
1676. Bacon's Rebellion. Burning of Jamestown.
1680. Arrival of Lord Culpepper as Governor of Virginia.
1692. Establishment of William and Mary College.
1705. Williamsburg founded as the colonial capital.
1710. Col. Alexander Spottswood became Governor of the Colony.
1736. First Virginia newspaper published weekly by William Parks, at Williamsburg. Norfolk incorporated.
1737. Col. William Byrd laid out the town of Richmond at the Falls of the James River.
1765. Patrick Henry introduced the famous resolutions into the Virginia Legislature.
1779. Richmond made the capital of Virginia.
1781. Benedict Arnold, with 900 British soldiers, captured Richmond. Cornwallis surrendered at Yorktown.
1819. Work commenced on Fort Monroe at Old Point Comfort.
1861-65. Civil War.

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RICHMOND'S GROWTH.

Here are some figures showing the growth of Richmond in only ten years. They have been compiled by the Richmond Chamber of Commerce, and are entirely reliable:

FIGURES OF RICHMOND CHAMBER OF COMMERCE CORRECTED TO DATE.

Subject.	*1901.*	*1911.*	*Per Cent. Increase.*
Population	85,050	127,628	50.1
Assessed valuation	$66,720,949	$137,516,429	106
Number parks and boulevards	12	16	33
Park acreage	381	651	68
Miles of streets	116	210	82
Miles of sewers	75	107	43
Number of telephones	1,934	13,486	597
Water, daily pumping capacity	21 000,000	32,000,000	52
Water, daily average consumption	10,950,383	12,474,843	14
Gas, daily capacity (cubic feet)	2,200,000	4,000,000	82
Gas, daily holder capacity (cu. ft.)	700,000	2,600,000	272
Gas, annual output (cubic feet)	227,122,588	538 200,600	137
Public schools, number	19	31	63
Public schools, scholars	11,970	17,305	53
Street railways, miles of track	75	105	40
Street railways, passengers carried*	18,272,880	40,649,989	122
Post-office receipts	$252,642	$685,503	171
Number manufacturing plants	1,245	1,782	43
Capital in manufacturing plants	$17,332,332	$35,073,510	102
Value manufactured products	41,366,923	90 281,408	102
Jobbing trade, annual sales	35,377,295	71,490,718	102
Capital in jobbing business	8,170,500	13,225 237	62
Banking capital and surplus	5,793,907	11,817,850	104
Banking deposits	12,459 300	38,245,900	207
Bank loans	13,981,000	38,495,915	175
Bank clearance	165,901,087	374,794,873	126
Building operations	958,947	4,012,822	302

* Including transfer.

The Atlantic Coast Line, Chesapeake & Ohio, Norfolk & Western, Seaboard Air Line, Southern Railway and Richmond, Fredericksburg & Potomac Railroad (in connection with the Pennsylvania System and Baltimore & Ohio System) and Old Dominion Steamship and the Virginia Navigation Company Lines center at Richmond. These carriers collect $6,000,000 annually for freight charges on Richmond business.

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THE INFORMAL RECEPTION.

THE AUDITORIUM, HOTEL JEFFERSON,
RICHMOND, VA., October 17, 1911.

PRESIDENT MOORE: *Ladies and Gentlemen*—

Those of you who are familiar with the conventions of the Atlantic Deeper Waterways Association understand that we move upon schedule time. When we say, according to the program, that we begin at 8:30 o'clock in the evening, we begin at that time. It is now half-past eight, and we are prepared to begin. (Laughter.) The only delay occasioned has been due to the reception, at odd intervals, of one or two pieces of baggage containing wearing apparel absolutely necessary for the ladies and gentlemen who appear in costume. This baggage having arrived, we are now prepared to proceed. (Applause.)

We promise to hold an informal reception at the beginning of these conventions and it has proved to be one of the most delightful features of the conventions. It tends to bring the people together, to make the men from every section of the country, who happen here upon business, understand that way down deep below the surface there is a rattling good fellowship (applause), which delights and makes us all a kin. (Applause.) We are trying to catch them tonight just that way. (Applause.)

We have upon this platform a series of the most attractive specimens of mankind. (Laughter.) The Lieutenant-Governor of the State we have here, and he is the historian of the State. We have here the distinguished Mayor of the city, and when you hear him tomorrow morning you will want to come back to Richmond at the first invitation to hear him again. (Applause.) We have here the past presidents of the Chamber of Commerce of this city, who have made it the great tobacco center of the United States, as, indeed, it is the greatest in the world. (Applause.) They are now going to

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make it a great industrial and manufacturing center, but to those gentlemen who are inclined to smoke this evening we may say as far as we dare in Richmond, that in view of the presence of the ladies we hope they will smoke as little as they can. (Applause.)

Now we are come to the regular order of business. To-morrow morning, just to show you that we move by schedule, we shall have a bell on this table that the Richmond committee will furnish, and at the tap of the bell the speakers must close or the gavel will be brought into play. There will be a series of interesting talks and visits during the next two days, and in addition to this highly profitable entertainment which has been provided you will be brought closer to Richmond and are to learn that Richmond has the great hospitable heart that the country understands it has. (Applause.)

We want to make you understand that you have come to no mean city; that you are going to receive, and will receive, the glad hand of welcome, as well as of hospitality, and that you will leave Richmond with regret, and hoping that you may soon return. (Applause.)

I wish to present to you a man who has worked indefatigably for the success of our conventions in recent years, who stands high in commercial circles in this community. He met us today at Fort Monroe and escaped us long enough to appear tonight in that conventional full-dress regalia, which we invited him to use, informally. (Laughter.) Ladies and gentlemen, we did not have time to get our grips, but we have a grip upon this situation and can speak freely of that hospitality which we know is to be extended to us. I wish to present the Vice-President of the Chamber of Commerce of Richmond, the Chairman of the General Committee on Entertainment of Richmond, Mr. T. M. Carrington. (Applause.)

MR. T. M. CARRINGTON'S WELCOMING ADDRESS.

Ladies and Gentlemen of the Atlantic Deeper Waterways Association:

On behalf of the Chamber of Commerce, I wish to extend to you each and all a most hearty welcome to our city. (Ap-

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plause.) It is indeed an honor to be the hosts of a body whose aims are so absolutely divorced from the selfish lines of trade and personal interest (applause), and whose purposes are so distinctly devoted to the unselfish and noble work of solving the great humanitarian problem of saving useful lives and working out the great plan of economically freighting the necessities of life, which, especially at this time, call for the highest statesmanship and the best intellect for successful solution. (Applause.) The very inception of the idea, Mr. President, which brought this association into existence has in it the foundation elements of Christian brotherhood of the highest order, for there is no work that so demands respect and commendation as that devoted to amelioration of danger to human life and pledged to the betterment of conditions of the whole people. (Applause.)

Mr. President, and you ladies and gentlemen, the presence of famous men—men who have made their mark in every walk of life, men who have gained fame by achievement, men who have been honored by the highest positions of confidence and esteem, leaving their homes to give their time and thought to the great work of this association—suggests most forcibly to what extent there still exists in this great land responsive hearts to the call of public duty. (Applause.)

This would not be unless first you had a righteous as well as a practical cause in which to enlist the sympathy and interests of the character and calibre of manhood and statesmanship that are our guests, and their coming to this and previous conventions must have an effect for good upon the public mind that is so prone to be cynical regarding actions of unselfish purposes, and the influence of such an example of public spirit is most gratifying and efficacious and must leave the imprint of its influence It is with a great deal of pleasure that our city welcomes you, for it is most appropriate that Richmond, around whose borders long years of fratricidal war were waged, should be the happy meeting ground of reconciliation, and it is on such bodies as yours, recognizing and appreciating true manhood, whether from the North or South, that our country must depend for the final dissolution of sectionalism; that shall

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indeed make us one in sentiment, as well as one in government. (Applause.)

We of Richmond are ever glad to welcome visitors to our city. We are proud to show the existence of a metropolis that forty-five years ago was but a smouldering pile, with only foundations left on which our fathers could build, with little else than a courage that disaster could not quench, and a spirit that defeat could not dismay, and we of the succeeding generations have in their example an inspiration for not only carrying forward the great commercial work of our city, but for using our every effort to continue in the paths of business integrity and preserve inviolate the purity of her social life.

To those of you who have been to our city we especially appreciate that you come again (applause), and to you who visit us for the first time we extend a most cordial welcome (applause), and say to you that we will not consider that we have measured up to the requirements of hosts if you do not come again. (Applause.) To both, as far as your President will give us time, we wish to say that for the days of this convention, the city and everybody worth while are at your disposal. (Applause.) We have much that we would like to show you.

Historically, Richmond has many points of interest. The home of the great jurist, John Marshall, is still preserved.

The old St. John's church, where Patrick Henry sounded the tocsin that initiated the Revolution, and where you can now hear this great speech repeated on the spot where he stood.

The Capitol of the State, once the Capitol of the Confederacy, and the White House of the Confederacy, and many monuments to Virginia's distinguished soldiers and statesmen.

We wish to show you the James River with its historic banks. We can point out to you the very spot where the falls reaching way back to the mountains, meet and are held in check by the mighty tides of the ocean, one hundred and fifty miles away, which suggests our city being a most appropriate place for this convention, for here is the incipiency of the opportunity of a deeper waterway. (Applause.)

And now in closing allow me to call attention to the fact

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that the representatives of this body are from nearly, if not wholly, the thirteen original states, and that on these states this country has to greatly depend for sound, safe and sane legislation, and that if the representatives in Washington from these states will act as a unit, their influence in such a noble cause as this body represents must mean success. And, Mr. President, this body would not be true to its duty if, before it adjourns, it did not pass a resolution committing every delegate here to the proposition of insisting that their representatives and senators shall endorse any bill that you may present to carry out the great purpose for which this body exists. (Applause.)

Permit me to express, not only the sincere wish, but the belief, that this great scheme is an assured fact, and the gratification and pleasure that comes to those who have done their whole duty will soon be yours. (Applause.)

PRESIDENT MOORE: This very delightful speech of welcome, coming from the whole-souled South, will be responded to by a resident of the State of New York; one well known to us in this Association. He is a fighter in our waterways ranks, and one who, in the days gone by—to which reference was made by the preceding speaker—shouldered his musket and came into this country then to be repelled, amongst others, by the Mayor of this city, who conscientiously fought upon the other side. Now the scene is changed. Tonight we have the North and South united so firmly (applause) and so entrenched in good work that such an unhappy condition hereafter is impossible. (Applause.) Tomorrow, perhaps, we will hear echoes of the dim and distant past, but we will hear also of the hopes and aspirations of men who are doing great things and hope for greater things in the near future of our country. (Applause.)

Here is a soldier of the Union who responds to Virginia—Colonel Joseph A. Goulden, former member of Congress from New York. (Applause.)

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RESPONSE BY HON. JOSEPH A. GOULDEN.

Mr. President, Gentlemen of the Richmond Chamber of Commerce; Ladies and Gentlemen:

Your hearty applause of the remarks of the speaker who has preceded me encourages me to attempt a reply to the distinguished gentleman, the Chairman of the General Entertainment Committee, Mr. Carrington. We were together today at Old Point Comfort, where Col. Strong, the commanding officer, entertained us so handsomely, when he promised to let me have a copy of his speech, so that I might see what he would talk about. When I asked him what I should say tonight, he said: "This piece of advice I would like to give you—talk about five minutes." (Laughter.) We also laid a wager that he who should talk the longest would have to treat to the cigars. Now, I am going to get through quickly. He talked ten minutes; I am going to get through in nine minutes and fifty-nine seconds, so as to win the wager. (Laughter and applause.)

We are certainly deeply gratified and pleased with the words of welcome extended to us by the representative of this distinguished body, the Chamber of Commerce of Richmond. I had the honor, some years ago, with a goodly company large in numbers, to make an effort to get into Richmond—we were not treated so hospitably then—and it took us four years to do it. It was the hardest struggle the world has ever seen, with the men on this side including my old friend, Captain Lamb, the Congressman from this district, among them. I sat in the Halls of Congress by his side for years. He was always anxious for the success of the schemes for the betterment of his district and the people in the same. (Applause.)

We have agreed that the war is long since over. You have also the distinguished Mayor of Richmond here, who says he is quite well satisfied that he was on Drewry's Bluff when I was on board a man-of-war near by, and that he sent a shot down there that caused us quickly to move back a mile. I know that in the six months we were there in 1864 with a half dozen gunboats, on several occasions they sent the shot entirely too close for comfort, and we had to move down the

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stream to avoid the danger. At the time I thought it was an unkind thing to do. (Laughter.)

But to return to the welcome extended us tonight. I want to congratulate the people of Richmond, and the Chamber of Commerce, to which body it largely owes its growth and prosperity and the fact that in the last decade it has gained 55 per cent. in population and 85 per cent. in manufacturing enterprises. I expect to see greater advancement and much more prosperity on the part of the industrious and hospitable people of the city of Richmond in the future. (Applause.)

The cause in which we are engaged, that of trying to better commercial conditions, is one that has drawn this great audience here tonight, and this Association, which was inaugurated first four years ago in Philadelphia, afterwards having conventions at Baltimore, Norfolk, Providence, and now Richmond, has made *distinctive advances all along the line.* (Applause.)

The Board of Engineers appointed by the Chief Engineer of the United States Army, General Bixby, is about ready to report upon the feasibility and cost of this great inland waterway scheme, and beyond a doubt that report will be favorably acted upon by Congress. (Applause.)

It means we are going to save, in the future, a large proportion of the 6,000 vessels that were wrecked in the last ten years, and will save most, if not all, of the 2,200 lives that have been lost during the same period on the Atlantic Coast. We are going to save over $40,000,000 of valuable property that was destroyed from 1900 to 1910. (Applause.) This is not all. It will increase and gradually multiply the commercial importance of all the cities from Florida to Boston. It means that my own State of New York, which has finally wakened up with a delegation numbering 45, appointed to attend the convention by Governor Dix, from the State at large, are ready to help on the good work. (Applause.) I have a telegram saying that Mayor Gaynor will arrive tonight; the first time in the history of New York City that a Mayor has attended one of our conventions. (Applause.) The Governor of our great State in which so much is being done,

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where more than $100,000,000 is being expended on a canal system, is deeply interested and expected to be with us. Mayor Gaynor has sent a delegation of ten. That shows an interest in what we are doing. (Applause.) Those who did not respond immediately to the appointment to the convention were called up on the telephone and asked if they were going, and if not, a substitution was made. (Applause.) We have with us here tonight some important New York City officials, among them the Commissioner of Docks, Mr. Tomkins, who will be heard tomorrow, whose efforts in behalf of waterways and terminal facilities has helped to awaken the country to its needs. It simply means that the State of New York, with the other States and cities, has at last awakened to the importance of the work, and we have, as I have said, made decided advances, and it is only a question of a year or two until active operations will be commenced of deepening all the canals, especially those that are unable to handle large vessels between the cities of Baltimore and Philadelphia, and Philadelphia and New York, and south from Norfolk.

I want to give you this word of encouragement. We are on the eve of success, and we want to make this convention one of the most convincing that has been held in the history of the Association. (Applause.)

I desire, gentlemen of the Chamber of Commerce, to thank you, and you, Mr. Chairman, for the cordial words of good cheer and encouragement that you have expressed to us tonight. In behalf of all the delegates, ladies and gentlemen, assembled here, I thank you most heartily for the kind hospitable welcome that you have extended. (Applause.)

You see, I am the winner of those cigars, but as I do not smoke, I will turn them over to my comrade, Mayor Richardson, of this city, who is a smoker. (Applause.)

PRESIDENT MOORE: The Mayor knows good cigars. (Laughter.) A little while ago you heard the delightful efforts of the Richmond Orchestra. In the gallery sit the members of Doring's band, of Troy, New York. They are here through the courtesy of the Troy delegation. They in-

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duced Doring's band to make this trip to Richmond, and we will now have a selection that will delight the audience. (Applause.)

(After the music.)

I noticed a moment ago that when the gentleman from New York was handing cigars to the Mayor that nobody handed anything to the Lieutenant-Governor. There he sits, quietly, pleasantly, without anybody taking any special interest in him. (Laughter.) The Lieutenant-Governor ought to speak briefly for us. He ought to be seen and heard by this audience. I have the honor and pleasure of presenting to you the Hon. J. Taylor Ellyson, Lieutenant-Governor of this State, in order that the audience may know and appreciate a fine old Virginia gentleman. (Applause.)

LIEUTENANT-GOVERNOR ELLYSON.

Mr. President, Ladies and Gentlemen:

An old Virginia gentleman! (Laughter.) The lady for whom I have the greatest admiration in all the world was looking at a portrait which is in process of preparation by an artist, and intended to be a counterfeit presentment of myself, and as she was looking at it she said: "I wouldn't have that, because it looks too old—an old man." But the artist would be very much comforted by the introduction just made. (Laughter.)

The gentleman from New York told you how the Mayor treated him badly by firing shot during the war in his direction in 1864, down on the James River. The battery to which I was attached, a light field battery, was ordered down the river in July of that year in order to intercept the transports which came to bring supplies to the Federal troops. You will see, as I tell the story, that we were not always as bad as we were sometimes thought to be, and I hope I deserved then the designation of a *young* Virginia gentleman, as you have been kind enough to indicate I now deserve that of to-night—an old Virginia gentleman. Our battery was put in position, masked there, and up the river came a transport. We unlimbered, loaded with cannister, for the range was

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very close, and just as we were about to give the order to fire a lady came up on deck. Every man stood at his post, but no man pulled his lanyard! (Applause.) I have often wished I knew who that lady was, because I am sure the men on that boat owed her a great debt of gratitude. (Laughter.)

But we are not here to talk about what happened forty-seven years ago. I have been requested just to say a word of greeting now, and I would not be worthy to represent the Commonwealth of Virginia if I was not always prepared to say a word of welcome to such a distinguished company of ladies and gentlemen as sit before me tonight, and assure you in the name of the people of this old State that we are glad to see you; may it be your pleasure to remain long among us, and may the recollections which you carry home be as bright as those you will leave with us. (Applause.)

PRESIDENT MOORE: I am quite sure that speech was agreeable to every one of us except that it reflected upon the introduction. That introduction was due to the fact that the Lieutenant-Governor is an old-school gentleman of the present generation. (Applause.) A good historian, a writer of acknowledged repute, there is no wonder that the people of Virginia love him and keep him where he is indefinitely, and there is no wonder that a gentleman coming from a neighboring State, knowing his grasp upon the situation by reason of his connection with its history, should say that he is entitled to every compliment we may bestow. (Applause.)

We have here a member of Congress from the State of New York, and, being properly caparisoned, he will speak to us now. (Laughter.) I refer to the Hon. Steven B. Ayres.

HON. STEVEN B. AYRES.

Mr. President:

It is a very great pleasure to be here. I merely want to say that the State of New York, I am sure, as my former colleague, Mr. Goulden, has said, is now waiting with impatience action on the proposition we are interested in, and I think you will find that we are no longer backward. The Mayor will be here tomorrow. You will hear him, and in

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giving his views on the subject as regards the future of the proposition before us you will find that New York will be with you shoulder to shoulder. (Applause.)

PRESIDENT MOORE: I might add that it is said in his district that if Colonel Goulden had been as attractive to a certain proportion of the population as was Mr. Ayres, Colonel Goulden would have remained in his seat; which is a reminder that we have Dr. Hiram R. Burton, of Delaware, who should arise. (Applause.)

DR. HIRAM R. BURTON.

Mr. Chairman, Ladies and Gentlemen:

I hardly think it fair to call upon me this evening; my baggage has not arrived. Still I should not be sorry to have the opportunity to say a word in response to the hearty welcome we have received from the city of Richmond and the State of Virginia. It is nothing more than I expected to find. (Applause.) Two years ago we met in Baltimore the people of Maryland. We received there just such a welcome as you always give south of Mason and Dixon's line. (Applause.)

But that is not all the members of this Association have found; there is a cherished feeling for the benefit of the commercial interests of this country, certainly the Atlantic seaboard. I feel it day by day, a greater interest in the work of this project for which the Association was formed. We have a Rivers and Harbors Congress in this country that professes to be in favor of a policy, not a project. The Atlantic Deeper Waterways Association was organized for a specific purpose, and I think one of the most worthy projects that has ever been framed. (Applause.)

We who live on the seaboard know of the many disasters and the great loss of life that happen in the storms which we experience in that locality. If this project ever succeeds, and it is bound to do so some day, I hope it will be in the day of this generation. What we are trying to do is to put it to the front now, and I believe the prospect is brighter today than it has ever been since we met in Philadelphia and formed

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this Association. (Applause.) All that it is necessary to do is to interest men who have commercial interests on the Atlantic seaboard and get them to put their shoulders to the wheel, and whenever we meet, and wherever we meet, we may expect to receive a hearty welcome like that we have received from the city of Richmond and the State of Virginia.

Forty years ago I lived in the city of Washington—quite a number of years ago. It was the capital of the United States! I looked upon Richmond as the capital of another country. Thank heaven there is today but one capital for this great country (applause), and I believe we are now more solidly bound together because of the experiences of those days. (Applause.) I know that the good people in this land have no sectional feeling now. The Spanish War shows that there is as much patriotism in the old Confederate States as you find anywhere in the states north of them. (Applause.) And whenever the country is menaced by a foreign foe there is no question but that the people of the South will be just as ready to sacrifice their time, their energies, and, if necessary, their lives for the protection and honor of this great country as the people of the North. (Applause.)

PRESIDENT MOORE: I shall now call upon the present Member of Congress who represents the entire State of Delaware, the Hon. William H. Heald. (Congressman Heald arose.) This is the reason why Dr. Burton is no longer a Member of Congress. (Laughter.) We are not going to press Mr. Heald for a long address tonight. I present Mr. Heald. (Applause.)

HON. WILLIAM H. HEALD.

Mr. President, Ladies and Gentlemen:

It is almost impossible not to become part of President Moore's moving and living pictures. (Laughter.) He seems to take to him every responsible person and then expects them to do their whole share. (Laughter.)

Delaware is a small State, but we always try to do our full share, and a little more. As far as waterway improvement is concerned, we shall take much credit to ourselves for having

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started the movement. (Applause.) It was started at a Board of Trade dinner in Wilmington many years ago, and we are still in it. (Applause.) We came down here in the fulness of our heart, ready and willing to work for all interested, but we want to have just a little of the honor of our own to match all the greater ones which you have. (Applause.)

PRESIDENT MOORE: We do not propose to detain you very long this evening. These exercises will be short and we will want you here promptly at 10 o'clock tomorrow morning. We want to make certain announcements. The ladies are requested to be here at 10:30 for the automobile ride. We want you for the opening of the convention.

This hall tonight is full of distinguished representatives of the South. We have the president of the Jacksonville Board of Trade here; there are representatives from Vermont and New Hampshire, one or two from Maine, a strong delegation from Masachusetts and a strong delegation from Rhode Island. We have an exceedingly strong delegation from New York. New Jersey has a reason for being strongly represented, and is so represented. I believe the Southern States, Delaware, Maryland and Virginia are doing better at this convention than they have done at any time previous. North Carolina sends 100 men. Here is where I pause for I know it will delight the hearts of all ladies when I call upon Hon. John H. Small to come to the platform. (Applause.)

HON. JOHN H. SMALL.

Mr. President:

If I had conceived some expression fitting to the very kindly greeting which you have given me, this publicity would probably have caused it all to disappear. I notice the President of this Association seemed to have favored calling upon Members of Congress tonight, I suppose upon the theory that you like to look upon strange faces, differing somewhat from the Westerner who said he liked to read nothing but their obituary. (Laughter.) Mr. Moore credits me with a facility of which,

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unfortunately, I am not the possessor, in causing you to think I might say something attractive to, or about, the ladies. I don't know why he should suffer under such a delusion, except that possibly he knows my heart is in the right place. (Applause.)

Ladies and Gentlemen, I feel, as I come to the meetings of this Association, that it is like coming to a reunion. I can recall in 1902, in the City of Columbia, South Carolina, when about twenty-five delegates gathered from Maryland, Virginia, North Carolina, South Carolina and Georgia and initiated the first association organized for the purpose of promoting this great waterway. Since that time it has gained in momentum and attracted to it some of the representative men and some of the most attractive women from Jacksonville to Boston. (Laughter and applause.) As it is an army fighting for its rights, it has no deserters, but is constantly recruiting its forces. As Dr. Burton said, it is the most attractive proposition in the United States which is now projected for public consideration. (Applause.) It will affect a greater volume of existing commerce, greater measurably in value, and the prospective commerce in the future is beyond computation.

While not intending to detain you but a moment, perhaps you will indulge me just for this expression, because I find, occasionally, some citizens whose minds have not grasped it. There are along the Atlantic seaboard states extending into the interior 148 navigable rivers with a mileage of 5,365; with over 500 considerable cities and towns. They now consist simply of 148 segregated units of rivers or waterways, but this great intra-coastal waterway will bind them all together into one indissoluble link for the promotion of our great commerce. (Applause.) Every one of those 500 ports and smaller towns situated upon these navigable rivers will be physically connected, one with the other. Any city or town upon the James, upon the Potomac, upon the Pamlico or upon the Savannah, may load a cargo upon the barge at its doors and may send it over 6,000 miles of navigable waters; and the beauty of it is that not like some streams, whose commerce is a myth, but upon every one of those streams there is some

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TWELVE-INCH DISAPPEARING GUN
Fired at Fort Monroe, October 17, 1911, in honor of the Atlantic Deeper Waterways Association.
Photo by J. A. Wilson, Fort Monroe.

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commerce, and upon many of them as much or more as exist upon some rivers ten times their length. (Applause.) I simply wish in this preliminary meeting this evening that those of us whose minds have not dwelt upon the attractiveness and whose imaginations have not yet grasped the possibilities of this great project, the intra-coastal waterway, may keep the faith, take courage and may until the end continue in this magnificent crusade until the dream of our fathers shall be realized and until every seaboard State from Florida to Massachusetts and Maine shall be linked together in this bond of commerce. (Applause.)

PRESIDENT MOORE: Mr. Small is right when he observed we may call upon Congressmen. He is to speak tomorrow. There are many men in this hall who ought to be heard from. We have South Carolina here; we have Georgia here and we have Florida here; we have representatives of states beyond the line of the old Colonial states. Hon. Calvin Tomkins is here to mould public opinion and to shape into practical thought the necessity for terminals, which is one of the crying needs of the country. The new Mayor of Trenton, who is an offspring of waterways, is here, but he comes on tomorrow to advise us. There are some gentlemen from Richmond whom we want to see and hear, and I have been reminded that I overlooked one of the most distinguished citizens of Richmond. former president of the Chamber of Commerce, Mr. Morris, who ought to say a word to us, and who will, I know, do so gladly. Ex-President Morris of the Richmond Chamber of Commerce. (Applause.)

EX-PRESIDENT MORRIS OF THE RICHMOND CHAMBER OF COMMERCE.

Mr. President, Ladies and Gentlemen:

After having heard from so many distinguished speakers from the North and the South there is nothing I can possibly say that would add anything to information that you have already received during the sessions of this association. I suppose I am paying the penalty of position. I was not in at the

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overture, as was the distinguished chairman, but the overture was something I did not expect and from which I usually shrink.

I did not expect to be called upon to say anything. I have been deeply impressed, and I am sure that the Atlantic Deeper Waterways Association Convention is bound to be a success (applause), not only because of its objects, but because you have a President that can make anything go that he ever attempted to do! (Applause.) Just so long as Congressman Moore is at the head of this Association, just so long it will succeed. (Applause.)

As a citizen of Richmond I want to add to what has already been said in the cordial welcome that has been extended to you and what will be said tomorrow by our most distinguished Mayor. (Applause.) We have a beautiful city; we have a city that is growing. We have advanced greatly in the last ten years and we hope to do better. We have young men who are putting their shoulders to the wheel, and we have the old men who are encouraging them, always ready to maintain the dignity and progress of Richmond. When you leave this city I hope you will want to come again. (Applause.)

PRESIDENT MOORE: I am now going to ask Mr. Douglas, of Troy, New York, to favor us. We have five minutes left and Mr. Douglas will take three of the five. (Applause.)

MR. E. W. DOUGLAS.

Mr. President:

It is characteristic of Trojans to be seen and not heard. We from Troy came down here to enjoy and profit by this convention, rather than to seem to be prominent in its deliberations. This meeting is for suggestions preliminary to the opening of the convention, as I understand it. Now, in so far as Troy may contribute to the success of this convention we will be very glad, indeed, to co-operate. We have brought some music, which we hope will be acceptable, but we are here mainly because we are interested in the great subject that interests this convention and the officers and per-

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sonnel making up the convention. We realize that among the great objects to be accomplished are the preservation of human life, the security of property and the promotion of commerce. You on the Atlantic seaboard have these interests at heart. We are on the inland, but not in the sense of being remote from the ocean that sweeps along the Atlantic seaboard. We are at the head of navigation upon an arm of the sea at the City of Troy, where the tide ebbs and flows, at the point where the Erie Canal comes into the Hudson River, and where the Champlain Canal enters the Hudson River, which geographically entitles Troy to become a large distribution point for the commerce of the country. Now, we are all interested in the efforts of the rest of the country in securing happiness and prosperity. And we say that the individual community of 80,000 people at Troy, interested in manufacturing, are also interested in the development of the facilities of our port for extending commerce. The citizens of Troy are thoroughly alive to the great problems in which you are interested, and we claim to have the enthusiasm to convince you that our interest is sincere and to keep up our end until the objects of this great project which you have in view are accomplished. (Applause.) We want to make our city great; double its population; increase its commerce and the happiness and the comfort of its community. That is what we are all striving for. We ought to have it at heart, and our efforts should be spurred by the sentiment of protection of our loved ones, promoting their happiness and increasing their prosperity. (Applause.)

Now, all these things which concern you, concern us. We want the inland waterway for the same reasons that impel you. If, in the course of this convention you are impressed with the enthusiasm of the representatives from Troy, let it be understood that we are here to co-operate, to help along, to do our part, and to receive from you the inspiration and the enthusiasm which will enable us to go back to our neighbors and impart to them the same spirit with which you imbue us. We want to infuse in our community the determined spirit and the earnest effort we see here, so that we may move our

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brethren in the City of Troy, and lead them to see the opportunity that lies at their door, to improve the facilities for commerce with our magnificent and beautiful Hudson River. This will not only increase the prosperity of Troy, but will bring the commerce of the Great Northwest and our own western territory through to the Atlantic seaboard. New York and the Atlantic Coast States may then enter into their inheritance rather than have that commerce go through the St. Lawrence and reach Europe through other channels—New York State and the Atlantic Coast being cheated out of that to which they are rightfully entitled. (Applause.)

I ask your pardon for exceeding the three minutes. (Applause.)

PRESIDENT MOORE: I shall now introduce Captain Lamb, of Virginia (applause), who I see is getting away. Here is a member of Congress from this section of the country. (Applause.) Captain Lamb will preside at one of the sessions of the convention. I have now taken up one of his two minutes. He will occupy the rest of the time. (Applause.)

HON. JOHN LAMB.

Mr. President and Representatives of the Deeper Waterways Association, Ladies and Gentlemen:

I want to assure you I was not running away a while ago (laughter), but reference having been made to hospitality here, I undertook to see a friend of mine, who was waiting to see me and who is to spend the night with me. Then, too, I thought you would have enough of these Congressmen here tonight anyhow. (Laughter and applause.)

That reference to Congressmen reminds me of an incident which you will enjoy. In one of the counties I represent there was a friend of my family whom I went to see. She had a pleasant, happy home. One of her children had never seen a Congressman and when he heard that I was coming he sat up to see what the Congressman would be like. I had not been in the parlor more than a minute before I saw the little

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fellow climb down out of the chair and whisper something to his mother. He then went out of the room.

I said to her: "May I ask why he left the room?" She smiled and said: "Why, he said, 'Mama, it is bedtime now; I have seen the Congressman and he is just like Papa and Uncle Jack.'" (Laughter.)

Now, perhaps, if I had the opportunity and was not limited to those two minutes I might say something about this Association. However, I have a cold because I spoke an hour to four New Yorkers who came down here; talked all the way from Hampton to Richmond and, of course, it made me hoarse. (Laughter.)

Now, my friends of this Association, reference has been made to enthusiasm. Let me remind you, please, that no good cause has been carried to completion, no battles have been won, no victors crowned, no reforms accomplished, save at the hands of well directed and earnest enthusiasts. (Applause.) I happened to be present with this enthusiasm at its birthplace, in old Wilmington, with my old friends from Delaware, and I hope to live to see the day when these connecting links of this great waterway will connect the North and the South in this wonderful project you have on hand. (Applause.)

But, my friends, the deeper waterways and inland waterways had their birth here in Virginia, as so many other things had. (Applause.) Here John Smith was the first pioneer of waterways. (Laughter.) And some of the Richmond committee will show you tomorrow the very spot where John Smith came nigh losing his life in that enterprise and show you the very place where he first kissed Pocahontas. (Laughter and applause.) I have filled up my two minutes. I would not make a speech; I shall have to make one when I preside over this convention. (Applause.)

PRESIDENT MOORE: We still have one more minute, and there will be one more speaker, Mayor Mahan, of New London, Conn. Here is another fine opportunity to link up the North and the South. (Applause.)

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MAYOR MAHAN.

This call is a surprise, and I could not, at this late hour, think of occupying your time. I fully grasp the importance of the movement and have urged it before the Council of my city, where we are enthusiasts for sea traffic development. (Applause.) I am here, with the committee that represents New London, to testify to our city's keen interest in the deeper waterways movement, and to give assurance that New London may be counted on not only for individual effort but for co-operation in the big work of this association. (Applause.) I am glad to be here and to participate, now and later, as are my colleagues, in every activity in which we can contribute to make the movement a success. (Applause.)

PRESIDENT MOORE: It was a great mistake—the informality of this meeting. (Applause.) It was intended that the Mayor of Richmond should not be called upon at all. (Laughter.) He is to make a formal address of welcome tomorrow, and we all look forward with great expectation to what he shall say. So long as the Mayor is here this evening, why should we not hear him informally? We are not officially in the City of Richmond anyway! And notwithstanding the presence of the gentlemen who are wearing the Richmond committee badges, it might be well to have the seal of the *Mayor's* approval before we get his welcome in the morning. There is no telling what may happen between now and tomorrow morning. (Laughter and applause.) It may be the wiser thing, now that the Mayor is here informally, to have him say that everything will be all right until he tells us so officially at 10 o'clock tomorrow morning. (Applause.) You notice that this proposition has the hearty, cordial and unanimous approval of Senator Higgins, of Delaware (laughter), who evidently had some thoughts on this subject. Well, I shall present the Mayor to give us absolution as between this hour and that hour tomorrow when he shall appear officially as our chief host, our guide, our protector. He is the one of all others to offer the shield of defense should we need it, and to extend us hospitality. (Applause.)

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HON. D. C. RICHARDSON.

Mr. President, Ladies and Gentlemen:

I was not on the official program; I had no expectation of being called upon because of the fact that I had the greatest reliance upon the honor, honesty and integrity of the presiding officer who promised me I would not be called. But all men change their minds; the women, sometimes! (Laughter and applause.) I suppose the distinguished presiding officer has a right to change his mind, when conditions arise. (Laughter and applause.)

I have been aware for some time that there was something going on among the few who are seated near the center of the platform (laughter); whispered conversations; and I think that some influence has persuaded this calling upon me, of which I am not aware. I am reminded very much of an incident that occurred some years ago. It used to be my fortune, or misfortune, for many years to have been the prosecuting attorney in Richmond. On one occasion it was my duty to prosecute a little negro boy named Sydney, a little red-headed boy. (Laughter.) Sydney had often been before the court, but never for any serious offense. On this occasion he was charged with larceny. He had no counsel and when he came up before the court he undertook to defend himself. The witnesses for the prosecution were called. They made out a very plain case; that he did break into the house, and so forth. After the witnesses had finished the court called upon Sydney to know if he had any witnesses for the defense. He introduced a Jim Jones, a boy about his size and one of his comrades. Jim got in the witness chair, and Sydney propounded:

"Jim, does you know me?"

"Yaas, I knows you."

"How long you know me?"

"Knows you all my life."

"Did you see me that Friday?"

"Yaas, I seed you."

"Where did you see me?"

"Saw you up by Mr. Elgin's house."

"What was I doin'?"

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"I dunno what you had been doin', but I seed you come out of the winder with a bundle of cloes under yo' ahm."

"You seed me——" and then Sydney stopped. No question for some time, and finally the judge leaned over the bench and said:

"Sydney, come on. Want to ask him any more questions?"

"No, judge," replied Sydney slowly. "I don't want to ask him no mo' questions, because he has been sawed since I seed him." (Applause.)

Now I am in that condition tonight. I came up here in blissful ignorance that I would be called upon. I had the assurance of that distinguished chairman that I would not be called upon. But in view of the whispered conversations I am satisfied he has been "sawed since I seed him." (Laughter and applause.)

It is not my purpose to detain you; I simply arose to grant that absolution which may be necessary for some of you (laughter) and to say if you should get in trouble, call upon me and I will be "thar." (Laughter and applause.)

I bear upon the lapel of my coat one of those white badges as a member of the Richmond committee. I hope every gentleman of this convention will speak to me so that I may clasp his hand and personally welcome him to the City of Richmond. (Applause.) And I hope that every lady connected with this convention will embrace me (laughter and applause), for, ladies, I want to say, that if you love me, the world is yours. (Laughter and applause.)

PRESIDENT MOORE: *Ladies and Gentlemen*—Don't you think this is a good place to stop? Has not the Mayor rounded out beautifully? Is not that the type of Mayor both sexes admire? (Applause.) And when we have got a good Mayor, why go further? (Applause.)

It is time to retire. The Mayor has put us in the best of humor, and we'll declare this informal meeting, which was organized to hear Mr. Carrington (laughter and applause), adjourned. (Applause.)

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FIRST DAY—MORNING SESSION.

THE AUDITORIUM, HOTEL JEFFERSON,

RICHMOND, VA., October 18, 1911.

The Fourth Annual Convention of the Atlantic Deeper Waterways Association was opened at 10 o'clock a. m., October 18, 1911, by Hon. J. Hampton Moore, President.

PRESIDENT MOORE: *Ladies and Gentlemen*—Kindly file in as rapidly as possible; take your places as near front as you can so that the exercises of the morning may begin. We pride ourselves upon our promptness in starting these great conventions of the Atlantic Deeper Waterways Association. This morning is no exception to the rule; we shall start on time. There are many letters, many telegrams and many messages from distinguished men that might be read this morning, but we have a long program and we shall dispense with much of the reading. The Proceedings which follow the close of the convention will contain many of these interesting messages. We desire now that the convention shall begin.

First of all it is essential that we have the greatest of all guidance, and for that purpose I ask you to listen, as we open this convention with an invocation by the Rev. Dr. Frank T. McFaden, pastor of the First Presbyterian Church of Richmond.

INVOCATION BY REV. DR. F. T. M'FADEN.

Our Father, Thou art the Father of all our mercies and the God of all grace. Thou art the source of all our life and light. In Thee we live and move and have our being. Thou art the giver of every good and perfect gift.

We bless Thee that we need not engage in any undertaking without invoking Thy blessing, and we have the assurance in Thy word, confirmed by our own experience, that Thou art much more willing to give to those that ask Thee than earthly

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parents are to give good gifts to their children. If any man lacks wisdom let him ask of Thee, for Thou dost give liberal y unto all.

We are grateful that Thou hast made us social creatures with intelligent minds, and that Thou dost give to us opportunities of satisfying these parts of our natures. Thou hast made us heirs of all things, and joint-heirs with Christ.

What is man that Thou art mindful of him? Yet Thou art mindful of him and Thou dost give him a part in the great work of winning a world, in alleviating its suffering, and increasing its happiness. Our hearts are grateful for all the opportunities of doing and of receiving good.

We bless Thee for this great country of ours. Thou hast not dealt so with any nation. We thank Thee for its great prosperity, for its unity and peace, for its material resources, for its men and women. And now, our Father, we ask for the richest blessings of Thy grace and favor to rest upon these servants of Thine who have come from all parts of this land of ours to deliberate about those things that make for the greater usefulness and increased prosperity of our commercial life. Give them wisdom to deliberate in such a way that this country may be blessed and they be themselves a larger factor in its development.

Keep them, we pray Thee, in health and strength of mind, body and soul, while they are here. After a successful meeting, may they have a safe return to their homes. Watch over the loved ones in their absence. Continue to use them and us for Thy glory, for the advancement of the welfare of mankind, for the prosperity of this land; and unto Thee, Father, Son and Holy Ghost, shall be all the praise, now and ever more. AMEN.

PRESIDENT MOORE: I shall ask Colonel Goulden, of New York, to bring up Mayor Gaynor, of New York City. (Applause.) [Mayor Gaynor was escorted to the platform.]

Last evening we had the pleasure of listening to a preliminary address delivered informally by the good Mayor of Richmond. We had a foretaste of what was to come. I had met the Mayor previously and had learned to admire and to

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love him as you will after his address of this morning is spoken. He said: "The badge upon the lapel of my coat stands for Richmond hospitality; talk to me when you see that badge." (Applause.) The Mayor is here now officially, having given us a brief spell of the measure of his protection since last evening, to welcome us to the City of Richmond, and to say that word to visitors which is always said with the greatest cordiality by the people of this city. (Applause.)

ADDRESS OF WELCOME BY MAYOR RICHARDSON.

Mr. President, Ladies and Gentlemen:

I do not arise for the purpose of extending to the members of this Association merely a perfunctory, official greeting, but representing an active and progressive city, and voicing the sentiment of a warm-hearted people who fully appreciate the importance of the work in which you are engaged, I extend to you a most cordial and sincere welcome. (Applause.) Richmond has no walls, no gates, no lock, no key, and I cannot even metaphorically present to you the keys of the city. Our city is open wide to people from every section who are co-workers with us in promoting the progress and glory of this great republic and the happiness of its people. But our pleasure in this reception is greatly enhanced when we consider the purpose of your Association and the personnel of its members, embracing as it does the most distinguished and useful men in the political, scientific, commercial and business life from all sections of our common country, supported by the glorious women of our land who are the inspiration of every good and useful enterprise. (Applause.)

I congratulate you, gentlemen of the convention, upon the measure of success which has thus far crowned your efforts in securing the recognition of Congress, and, above all, in arousing public sentiment to the importance of the work in which you are engaged. The necessity of intercoastal communication between the states and cities of the Atlantic seaboard is apparent, its feasibility has been demonstrated, and it is the duty of the Government to do the work. Let thirty millions of the people of these States speak with no uncertain

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sound! Let us instruct our agents who assemble in Washington, to take from the Treasury a sufficient amount of our money which they hold in trust, to pay for the construction of these waterways, and it will be done. (Applause.) Great causes develop great leaders, and I congratulate you, gentlemen, that you have selected and retained as President of this Association one, who, because of his great ability, his unwavering zeal and tireless energy, is so well fitted for leadership. (Applause). And I congratulate him upon the fact that he is surrounded by such efficient and faithful co-workers as will assure success. (Applause.)

Virginia was, perhaps, the first organized community on this continent to appreciate the importance of canals as a means for shortening distances and stimulating commerce. In the early days of the colony certain "Dutchmen" were brought over to dig a canal across the narrow neck of land near the town of Henricopolis, about fifteen miles below this city. This work was never completed by them, but in 1864 it was resumed by the Federal authorities in order to enable the gunboats to pass the Confederate batteries at Howlettes and provide a short cut to Richmond. They prosecuted the work with vigor but under very unfavorable conditions. The sound of the shovel and pick was lost in the shriek of shells and "bombs bursting in air," and there was strong objection to the work at that time. After the war the Dutch Gap Canal was completed, and now by this cut-off of about one thousand feet, Richmond has been brought seven and one-half miles closer to the sea.

When he was a young surveyor, George Washington, with that prevision and business sagacity which early marked his greatness, perceived the great benefits of a water route so as to connect the distant points of the vast domain of Virginia. After he had won our independence he took up the question with great enthusiasm, and earnestly advocated the improvement of James River and the construction of a canal to connect the head waters of the James with the Kanawha River, and thence down the Ohio to the Mississippi, which was then our western boundary. But his country soon demanded his services as our first President, and he was compelled to re-

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linquish his efforts in this cause. The Legislature of Virginia, in appreciation of his work, voted to him 150 shares of the stock of the company, but he could not accept them as a personal gift. They were finally accepted with the understanding that he should dispose of them as he chose, and they were donated by him for the endowment of that university which exists to-day bearing his name and the name of that other great Virginian whose military genius and purity of life and character command respect throughout the civilized world—the Washington and Lee University. (Applause.) The Legislature of Virginia expended several millions of dollars in the construction of this work and extended it over two hundred and fifty miles, but the money was appropriated in small amounts from time to time, and the canal was not finished. Had it been completed at once, Norfolk or Newport News would have been the commercial emporium of the United States. About 1810 Clinton and his co-workers proceeded vigorously to the construction and completion of the Erie Canal and thus made New York the greatest city of the United States. With the advent of railroads, canals were regarded as of little value, and in an evil hour the Legislature of Virginia practically gave away to a railroad company all of its interests in the James River and Kanawha Canal Company, and the canal has been destroyed. But it is not expected that I shall discuss these questions, but to extend to you a welcome to Richmond.

We cannot show you, ladies and gentlemen, great multitudes of men and women struggling in the battle of life, nor many imposing buildings or palatial residences, nor the evidences of great wealth, but we welcome you to a busy, thriving metropolis of trade and commerce; to a city beautiful for situation, a city of homes, of churches and schools, to a warm-hearted, generous people who are sincere in their attachments, unaffected in their hospitality, and who will do all they can to make your visit so pleasant that you will desire to come again. (Applause.)

You will probably find much in our city to entertain and instruct you. The history of Richmond is replete with interest,

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and many of the most important events in the history of our country have been enacted within its limits. The first colonist had scarcely landed at Jamestown when Newport, Captain John Smith and other adventurous spirits set out upon their voyage of discovery. They ascended the noble river as far as navigation was possible, and on May 24, 1607, thirteen years before the landing at Plymouth Rock, they visited the site of Richmond, and on an islet in the river, scarcely more than half a mile from where I now stand, they erected a cross, and proclaimed King James I of England the rightful soverign of the country. Two years later a settlement was effected here, and it was here that the intrepid Smith accidentally received those wounds which made it necessary for him to leave Virginia never to return. Here, also, was one of the scenes of the dreadful Indian massacre of 1622, when the little English settlement was entirely wiped out. On the eastern borders of our city we can still show you the scenes of sanguinary struggles between the Indians and the colonists in 1654, and again in 1676 under Nathaniel Bacon, when the little stream now flowing so placidly was red with blood and received the name which it bears to-day, of Bloody Run.

Are you a patriot? Then go with me to the unpretentious church nestling among the trees, and surrounded by graves, in which sat the Convention of 1775. Here Washington, as a delegate from Fairfax County, deliberated with his compatriots as to the safety of the colony. But suddenly the scene changes, and like an alarm bell at midnight the clarion notes of Patrick Henry sounded the tocsin of war; the call to arms reverberated throughout the land and the fires of liberty were lighted on every hill top. The people of Richmond bravely bore their part in the struggle which followed, and in 1781 the traitor, Benedict Arnold, invaded the city with fire and sword and left the principal portion of it a smouldering ruin. Here met the Convention of 1787 to ratify the Federal Constitution, and intellectual giants assembled together and battled for weeks and months for supremacy. Here John Marshall, as a member of our City Council, moulded our municipal laws, and as a Recorder of our Court had his first judicial experience. Here

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be lived for fifty years in the simplicity of true greatness, and here his ashes and those of his invalid wife, who was the object of his devotion, find repose. Here James Monroe, as President of our City Council, found time to shape the destinies of our city.

In beautiful Hollywood three Presidents sleep, and in this and other cemeteries many statesmen, patriots and heroes have their last resting place.

But it was as the capital of the Confederacy that Richmond became known to the civilized world. For nearly four years this city was the point of assault and the citadel of defense, and around it the greatest armies struggled in a contest such as the world has seldom known. Her streets echoed the tread of marching legions. The days were filled with carnage, and the booming of cannon and the roar of musketry marked the ebb and flow of battle. The nights were lighted with the glare of conflict and the air was filled with the moans of the wounded and dying. Gaunt famine invaded many households and pestilence walked abroad. Nearly every house was a hospital, and the living had but little time to bury their dead. In the camp, in the homes and in the hospitals, holy women kept vigil and ministered to the suffering, the wounded and the dying. But the end came at last and devoted Richmond was left a heap of smouldering embers.

Yes, Richmond is a historical city. This has often been called the sacred soil of Virginia, but let it not be so-called in derision, for within a radius of twenty-five miles around Richmond more patriotic blood has been shed and there are more graves of soldiers who died in battle than in any like area in all the world. Here they lie in honored graves, and whether from Pennsylvania or Georgia, from the North or from the South, whether they wore the blue or the gray, they were your kindred and mine, and they sleep in a brotherhood of glory and their valor is the common heritage of all Americans. (Applause.)

But the storm cloud of battle has rolled away, and the sun of peace and prosperity is shining above us, and, while we cherish the sacred associations of the past, thank God all

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the bitterness of war and the animosities of strife have been buried forever. (Applause.) We are now one people. This Government cemented by blood is our Government and we are ever ready to maintain it. (Applause.) This flag is our flag and we pledge our lives to uphold its honor. (Applause.) With one Government, one flag and one destiny, inspired by the courage and devotion of those who died for the maintenance of principle we will go forth upon our mission for the uplift of humanity. (Applause.)

I welcome you to Richmond, which has arisen from her ashes, to progressive, prosperous Richmond, the capital of the Old Dominion, and to a people who are loyal to their Government, sincere in their friendships, and true to every attribute which ennobles mankind. (Applause.)

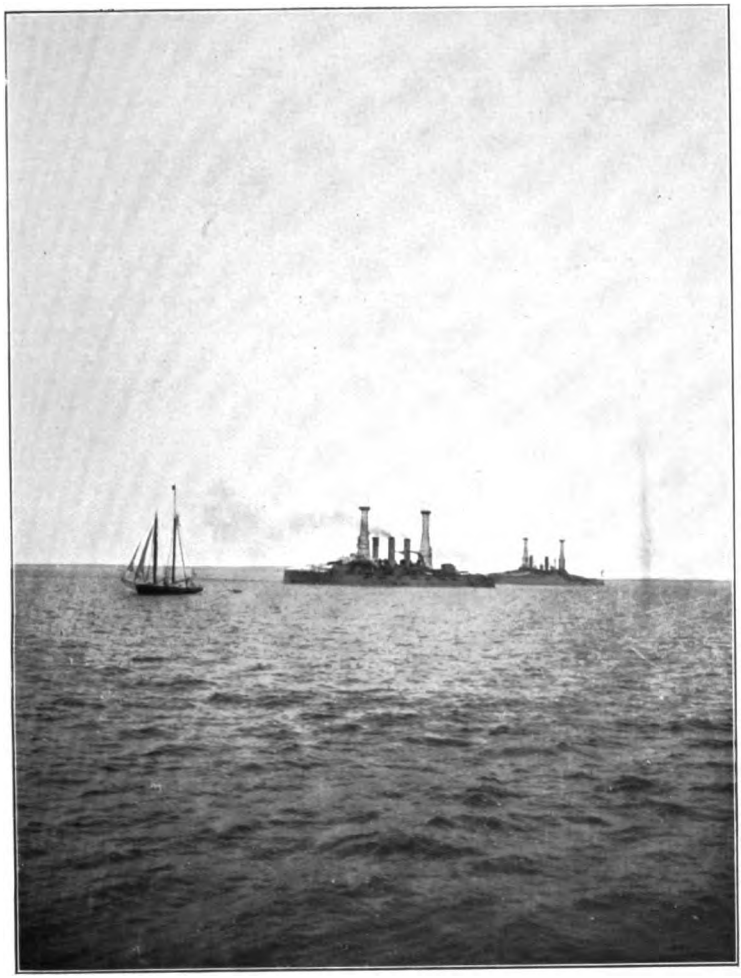
PRESIDENT MOORE: And the man who delivered that patriotic address of welcome failed to say that when General Ben Butler, coming up the James River and finding a bend that would expose him to the Confederate fire, cut through Dutch Gap, performing one of the great engineering feats of the war,—(applause) this young man, now Mayor of Richmond, had the temerity to cross the river and inspect the Federal camp, and subsequently under the Federal fire he received a gunshot wound which he carries today. (Applause.)

It is meet, after listening to an address of that kind, that another section of the country should be heard from, because we represent all the States along the seaboard and many of the interior. We have chosen as a part of the regular program, that the old Bay State shall have its representative here, that New England shall be heard, and the response to this noble and magnificent welcome will be delivered by our old friend and comrade in waterways, Commodore Frank Fessenden Crane, Commissioner of Waterfront, Waterways and Navigation of the City of Quincy, Mass. (Applause.)

RESPONSE BY HON. FRANK FESSENDEN CRANE.

Mr. President, Your Honor, Members of the Atlantic Deeper Waterways Association, Ladies and Gentlemen: I bring you

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BATTLESHIPS AT HAMPTON ROADS.

Photo by A. B. Burk

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greetings and good wishes from Governor Foss, of Massachusetts. (Applause.) I am proud, as the representative of the State of Massachusetts, to respond to such a cordial welcome from the City of Richmond.

Virginia, from my childhood days, has stood foremost in my ideals of all that pertains to the noblest and best of the "Sunny South," the beauty of its women, the courtesy and chivalry of its men, are part of the history of our nation. (Applause.) To-day, Mr. Mayor, from Maine to Florida representatives of our Waterways Association have come to the grand old City of Richmond, to enjoy again the far-famed hospitality of the State of Virginia. (Applause.) At Norfolk in 1909 you gave us a welcome of such cordiality that we, who were permitted to participate in those functions of state and nation, can never forget the State of Virginia and the City of Norfolk. (Applause.) Once again we are permitted to come down the famous Chesapeake Bay, one hundred and eighty miles long, to Hampton Roads and thence to your city gates; and I am glad to be one of the delegates who are here to-day, representing the best blood of the Atlantic Seaboard States, gathered here from no personal motive, but to improve transportation facilities from Maine to Florida. (Applause.)

And now, Mr. Mayor, I wish to speak a moment of my own city of Quincy. I bring you greetings from his Honor, Mayor William T. Shea, who sends to you this token of his regard, with the hope that within the next decade the granite from Quincy's quarries may be shipped to the South by a protected waterway, at reasonable freight rates. (Presents piece of granite to Mayor Richardson). (Applause.)

Quincy is situated eight miles south of Boston, and is within the harbor line of the proposed $9,000,000 development of the port of Boston. On the west of the city near the Blue Hill Range are the famous granite quarries. Here the first railroad in the United States was built, to carry granite to the sea at the time of the building of Bunker Hill Monument, in 1826, and today our annual shipments of granite amount to about three million dollars.

In the southern part of the city is located the Fore River

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Shipbuilding Company, an industry similar to your own famous yard at Newport News. Here, last August, was launched the "Rivadavia," the largest battleship in the world, built for the Argentine Republic.

At the Philadelphia Convention, Judge Loyed E. Chamberlain, of Brockton, and Edward B. Mellen, statistician of the Brockton Board of Trade, strongly advocated what was known as the Brockton Canal Route. Quincy was intensely interested, as it came up Weymouth Fore River directly by our city, and the Mayor of Quincy had a representative at the Baltimore, Norfolk and Providence Conventions. Brockton and Quincy have been obliged to entirely readjust their ideas, as the Brockton route was found impracticable and the Taunton to Hingham the best and easiest grade for the Narragansett Bay to Boston Harbor Canal.

Massachusetts may well be called the "Little Sister" State to Virginia. Historically we are one hundred years younger, but we have many points of similarity. Massachusetts had a tea party and Virginia witnessed the surrender of Cornwallis, October 19, 1781, just 130 years ago this very day. Virginia has its coal fields; Massachusetts has its hills of granite. Virginia has its Chesapeake Bay, the largest and best protected waterway of the South Atlantic seaboard; Massachusetts has Narragansett Bay, the largest and best protected waterway of the North Atlantic seaboard. Virginia is still one hundred years ahead. It has had at the headwaters of the Chesapeake Bay the Chesapeake and Delaware Canal, in use for one hundred years; Massachusetts has talked of a canal at the head of Narragansett Bay for the same length of time. And yet, we are hoping for many things in old Massachusetts to-day. One of them is the favorable report of the United States engineers on the feasibility of the link of the intra-coastal canal from Narragansett Bay to Boston Harbor. (Applause.)

In his inaugural address, Governor Foss of Massachusetts advocated the improvement of inland waterways, and later appointed a commission to see what the State should do to assist the waterway development and the building of the Narragansett Bay to Boston Harbor Canal. The Commission found

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that the State could best co-operate by sharing the cost of construction, by paying land damages estimated to be $900.000. It appeared just and right that the State should pay for right of way, in view of the magnitude of the project, also that the State should supply such terminal facilities at each end and at points along the route, as shall make the canal useful and convenient for vessels and freight. This would cost about one million dollars, making the necessary expenditures $1,900,000. The commission found that the sort of canal to advocate should be 25 feet depth and 200 feet bottom width. This would accommodate about all the vessels at present engaged in the coastwise trade and do away with the complaint of some ship owners that a canal would ruin their business. The commission found that Providence, Taunton, Fall River and Brockton would be greatly benefited by such a canal. But when we came to Boston we found that we lacked terminal facilities; those we had not being adequate for the present needs of the port of Boston, and in the judgment of the commission it was unwise to ask the United States Government to spend forty-five million dollars in the State of Massachusetts, until these terminals were built and the canals south of us were made ship canals. We hope and expect that the U. S. Engineers will advise the widening and deepening of the Chesapeake and Delaware Canal to be the first project undertaken in 1912; thus demonstrating to the other States just what such improvement will mean to them, when the proper time comes for them to build their link of the intra-coastal chain.

Massachusetts has not abandoned her canal, and is not cold to the project. (Applause.) We have this fall appropriated $9.000,000 to build terminals and make other improvements on the water front of Boston Harbor, and when our turn comes to have our link of the intra-coastal canal built, Boston and the old Bay State will be ready for it. (Applause.)

I thank the City of Richmond for the gracious welcome accorded the Atlantic Deeper Waterways Association and its friends. (Applause.) The names of J. Hampton Moore and John Humphrey Small are as well known in the City of Quincy as in your own City of Richmond, and we unite with

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you in your respect and love for the men. (Applause.) I thank you. (Applause.)

PRESIDENT MOORE: What more complete introduction of any man than that delivered a little while ago by the Mayor of Richmond describing not only the glory of his city, but the dignity and the history of his State! The Governor of that State sits upon this platform, finding interest in this convention, and by his presence intending to show that the people who come from other States are welcome in the old Dominion. (Applause.) How many years it was first in the galaxy of States I may not tell, but that it was first no man can dispute. (Applause.) The great statesmen, the writers, the early pioneers whose strength and force of character are known to all, I may not mention, but fitting it is, that in this day and generation, a State with such a history and such a story behind it should be represented by the type of man who now fills the high post of Governor. (Applause.) Yesterday upon the ramparts of Fort Monroe he stood, acknowledging the salute that was fired in his honor, witnessing a demonstration arranged by the War Department and the Navy Department. How his heart must have thrilled as he recalled the earlier days of trouble and dissension, and then beheld a reunited country! (Applause.) Tomorrow, from twelve to one o'clock, he opens the Executive Mansion, in order that the ladies of this convention, and many of the city of Richmond, may there greet him and the lovely woman who presides over the destinies of his household. (Applause.)

I am glad you have him, and I am glad you have come to hear him this morning. We will now listen to the address of welcome from the old Dominion State by its Governor, the Hon. William Hodges Mann. (Cheers and applause.)

WELCOME BY GOVERNOR MANN.

Mr. President, Ladies and Gentlemen of the Convention:

Before proceeding with the welcome which I shall extend to this splendid convention from a full heart, I want to thank you for the very gracious demonstration which you have just

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made in honor of the old Commonwealth of Virginia, of which I have the honor to be chief executive. I want to thank the President of this Association for the kind way in which he spoke of me.

And I want to congratulate myself upon having the opportunity of addressing such a splendid audience, and especially the ladies. I know my married friends will sympathize with me in the remark I am about to submit, that it is rarely I have an opportunity to talk to ladies, without their talking back at me (laughter), and when I do have an opportunity you will excuse me if I indulge it. I want to say, ladies, that some of my ideas are changing. I used to think all the pretty girls and women lived in Virginia; I have changed my mind. (Laughter.) And I want to say to you that Virginia is the best place for the ladies to go to that you can imagine; they rule this State. (Laughter.)

There is one thing in the remarks of your President to which I desire to call attention. He said that he did not see how anything could be added to the eloquent words of welcome which had been extended to this convention by the Mayor, and then he put me up! (Laughter.) Now, my recollection does not go as far back as the Mayor's. (Laughter.) He was talking about things that happened in 1606 and 1607; I have no doubt he was there (laughter), but my mind cannot go so far back.

I want, likewise, to say a word further regarding my friend the Mayor's admirable address. I say he is my friend, but he disputes it. When I was first inaugurated Governor of this Commonwealth, or a little while afterward, Richmond had gotten to be a great convention city, and my friend, the Mayor, and myself made many speeches. I do not like to say it where he is, but I have to do it in justice to myself—every other time he makes my speech. (Laughter.) He heard the last one I made (laughter) and he has got it off on this convention. (Laughter.)

According to the statement of the President of the convention, which is certainly good testimony, he has left me nothing to say—but we had met on more than one occasion. Some

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gentleman who was not familiar with the facts called him (the Mayor) up one day and said: "Are you acquainted with Governor Mann?" He replied: "I have a speaking acquaintance!" (Laughter.)

I think my distinguished friend, the Mayor, has forgotten something about the State of Virginia. He said the western boundary was the Mississippi River. I want to tell you what our charter was that was issued in 1606. We started out at Fort Monroe and ran 200 miles north and then 200 miles south, and then west, with this description: "Running west and northwest from sea to sea!" (Applause.) So that, instead of having the Mississippi for our boundaries we had the Pacific Ocean for the boundaries of old Virginia. (Applause.) Kentucky was one of our counties (laughter) and Illinois another (laughter), sometime ago, and Ohio belonged to us, and we ceded it to the general Government along with the rest of that splendid domain to which we were entitled; for the benefit of the general Government we relinquished an income of nearly $700,000, in order that we might make this country the greatest nation on earth; as it has turned out to be, the greatest that the sun of heaven shines on. (Applause.) I mention these boundaries because I want you to understand that Ohio having claimed to be the mother of Presidents (laughter) —she has had a good many; what will be the future, the Lord only knows. (Laughter and applause.) But we can make this claim: That every single man in Ohio, while he may not be a son of old Virginia, is a grandson. (Laughter.) And so, old Virginia, as the mother and grandmother of Presidents, still stands foremost in the history of this great country. (Applause.)

Let me come to more recent events. My friend, the Mayor, has alluded to the struggle which occurred from 1861-1865. While Mr. Grant put us to a great deal of trouble in those days, he and the Federal armies, they did one thing in which I think every American citizen ought to glory. They set a new standard of manhood, not only for the United States, not for the Southland of ours, not for the North, nor the East, nor the West; but they set a standard of manhood and bravery

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for the world. (Applause.) I recognize what Virginia has done for this nation; the grand men it has sent out to make its history and its Constitution, the splendid man that was put at the head of its Supreme Court to construe that Constitution and give life and power to what was a skeleton as it came from the convention. I recognize all these things, but standing before this convention I want to say to you that I glory in the achievements of these men of the State of Virginia, not only as sons of the State of Virginia, but as American citizens! (Applause.)

I want to tell you one or two little anecdotes which will show the spirit of the people. I am not illustrating the spirit of the Virginia people, or the Southern people, I am illustrating the spirit of the American people, and I want to show you how they stood up under trial and temptation and under those conditions which it was hard for men to face. They were having an auction at Petersburg during the war; they were selling one of those high old-fashioned mahogany wardrobes. They had the wardrobe up to $990, which was not a very big price for it—in Confederate money (laughter)—I have paid as high as $240 for a breakfast and not gotten a good breakfast either. (Laughter.) The auctioneer was crying, $990 once, $990 twice, and about that time a 300-pound shell lit on top of the wardrobe and smashed it into smithereens. "Gone to General Grant at $1000," cried the auctioneer. (Laughter and applause.)

Another time the Confederate forces were drawn up in the bottom for the purpose of charging and retaking that portion of our lines which had been captured by the Federal army. While the troops were standing there, a man, muddy from his heels to his head, came up to Captain Featherstone, who commanded, and said: "Captain, I want to go with your company into that charge; may I?" The captain replied, "Yes, if you choose; but how did you get so muddy?"

"I have just been blown up," answered the man.

"How high did you go?"

"I don't know about that, but as I was going up I met the

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cook coming down, and he said he would have breakfast ready for me by the time I lit." (Laughter.)

Now, I want to ask, in all seriousness, if any people but the American people could have enacted these scenes? If any people but the American people, with death staring them in the face, could have joked as these men joked? It was not because they did not realize the seriousness of it all, but it was the courage in their hearts; and they went forward in the discharge of their duties without regard to danger. (Applause.) I am proud to say that nowhere can be exceeded the bravery of the Federal forces in the charge at Marye's Heights, at Fredericksburg. Line of battle followed line of battle, until the ground was covered with their dead! There never was more heroism in the world than that. (Applause.) And by the side of this is the charge of Pickett at Gettysburg, when, going in with 5000 men, he came back with 1500. Those men were American citizens and soldiers, and there is glory enough for all from 1861 to 1865. (Applause.) But this war created a new epoch in this Southland of ours. I want this great convention to understand this fact, because a proper understanding of the facts must constitute that bond of friendship and basis of patriotism upon which we stand a free people against the world for the flag of our common country! (Applause.)

We inherited in this Southland of ours an opposition to work; we were not used to it. (Laughter.) We realized as soon as the war was over that white labor was very unreliable. (Laughter.) Now, when nearly fifty years have passed from the time the Confederate soldier returned home, you do not realize the conditions that then existed, that all his personal property was destroyed, his money all gone, and nothing remaining but his debts. Those veterans, coming back from the war, had only their manhood left; but they had plenty of that. (Applause.) It was American manhood; not just Southern manhood, not Virginia manhood, but American manhood, that animated those people. (Applause.) And they wrought for their loved ones as they had fought, faithfully. Starting with nothing, what have they done? Who

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could help but glory in the fact that we are contributing our share to this common country? (Applause.) Old Virginia has kept in line. Striving with the rest of our brothers, we have brought prosperity to our country as far as we can; and have contributed our part to making America the richest country on the face of the earth.

Now there are great problems that must be solved; there are great questions before the American people today, and standing here before this representative assembly I ask conservatism for those questions. I have not lost faith in the people of the United States. (Applause.) I have been all over this country, and I have recently been to Kansas. I knew little of Kansas, and after I got there and mingled with its people and heard from both the Democrats and Republicans there and saw the lines of differences which separated those parties, I told the people of Kansas that in view of the slight differences which existed, I came out for the purpose of converting them to Democracy and annexing Kansas to the old Commonwealth of Virginia. (Applause.) They said they would not agree to annexation, but that after my term expired in Virginia they would elect me Governor of Kansas (applause).

I have already exceeded my time, but just a few words more, because I want you to know and understand our position in old Virginia. April 4, 1861, this resolution was offered in the Virginia convention which had assembled for the purpose of determining the question of secession or non-secession from the United States, "Resolved, That an ordinance resuming the powers delegated by Virginia to the Federal Government should be adopted." When a vote was taken, ninety delegates voted against it! Thus on April 4, 1861, Virginia, through her representatives, declared that it was opposed to the secession of the State. (Applause.) Shortly afterwards, if you will examine the records, you will find that President Lincoln issued a proclamation calling on Virginia to send her part of 75,000 men which were to be levied by the Government of these United States for the purpose of forcing back into the Union the seven States which had se-

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ceded. Now let us look at Virginia's position. She believed that those seven States had the right to secede. She did not want to go out of the Union, she knew she was a border State and would have to bear the brunt of contending armies, and that upon her soil would be fought the battles of this country. History saw the fulfilment of her fear, and more than seven hundred of them were fought upon the soil of this Commonwealth. But without regard to consequences she took what she believed to be the correct position: If I must force my Southern sisters to come back into the Union, then I will stand by them and take the consequences. That was our position. (Applause.) We were not fighting for slavery. We believed we were right, and we believe so now. (Laughter and aplause.) Do not misunderstand me. That question is settled forever. (Applause.) But I am just giving you these facts that you many understand the position that Virginia occupied in '61 and that she occupied to '65, and that you may know that the same Virginia that stood for Right then will do the same thing now (applause) for the flag of our common country. (Applause.) I said that question has been settled forever; there will be no more secession. Massachusetts started it (laughter); she threatened to do it in 1814, but as States united in a common bond let me assure this great representative convention that old Virginia which has furnished so many men for leadership in the past, the commander of the armies of the Colonies and the commander of the armies of the Confederate States—that this same old Virginia stands today cemented heart and soul to the service of a common country, and that as the two flags of Virginia and the United States stand together above this platform, so we stand as a part of the Union, pledged to its maintenance. (Applause.) And if while I am Governor, President Taft (applause), or any other President (applause), should call on Virginia for her quota of any troops which may be necessary to maintain the honor of that flag, whether in this country or any other, I pledge you that old Virginia will send forward her sons, who standing side by side and shoulder to shoulder with the men from the North, from the East and

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from the West and they will follow that flag wherever it leads, until victory shall perch upon it. (Applause.)

(Three cheers were proposed for Governor Mann and given with hearty good will.)

PRESIDENT MOORE: Following the high-keyed twang of Massachusetts, we need but the delightful Southern somnolent drawl of Georgia to make this Union complete. (Laughter.) Georgia is upon the platform, in the person of one of its most distinguished representatives, a man of force, of fire and of eloquence; one of the great editors of the South. Let me present to you a delegate from the land of Oglethorpe, Col. Pleasant A. Stovall, who will respond to the Governor's welcome. (Applause.)

RESPONSE BY COL. PLEASANT A. STOVALL.

Mr. President, Ladies and Gentlemen:

Fifty years ago the attention of civil engineers and masters of transportation was directed to the approaches of Richmond. A great army had been carried down the Potomac and landed upon the peninsula intent upon following the course of the streams and reaching this city over the dams and inland waterways of Virginia. It was a logical way to effect the reduction of the Southern capital, and today, after half a century, we have carried out the ideas of that expedition.

Twice in the history of this Association we have met upon the soil of Virginia—first having assembled in Norfolk two years ago, advancing from tidewater to the historic city on the James. Then we had the American Navy and the President of the United States to cheer us on. We started the theory of fortifying Chesapeake Bay, and we commenced the work at Cape Henry by leaving long lines of oyster shells from Lynn Haven. If we retreated for one season to the shores of Narragansett, we have returned with all haste and confidence to old Virginia's shore, where we have listened to the eloquence of another Governor and surrendered to the hospitality of the old capital. (Applause.)

We all read a few months ago a very elaborate article in

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one of the country's magazines in regard to the pretentious schemes which had been put forward by the Atlantic Deeper Waterways Association. The writer seems to stand aghast because the waterways bill of this country was to amount to $50,000,000 per annum, and then followed a labored effort to show that deepening waterways never cheapened transportation or regulated freight rates. The article was written with so much care and made a case with so much particularity against artificial waterways, including under this designation both canals and improved rivers, that we are led to believe it must have been inspired. It was General Grant who said. when he retired from the Presidency, that he desired to devote his life toward building the inter-oceanic canal. The old soldier and traveler, weary of politics and of war, desired to link his name with this constructive specimen of the world's work, and go down to history not as the victor of Appomattox, but rather as the man who had brought about the cleavage in the isthmus and hastened the marriage of the oceans. (Applause.) But even the prestige of his great name could not avail against the influence of the transcontinental lines, and in his letter to General Beale he was forced to acknowledge himself beaten by the strong influence of the railroads of that day. Is it possible that the same influence which commenced to fight the waterways then has prepared this elaborate brief against these ambitious schemes of development now? One of the main arguments is that the currents of commerce in this country run between the East and West, and that the amount of traffic which moves North and South in the direction of our rivers and proposed canals is relatively small.

I am reminded that the current of commerce along the Atlantic deeper waterways, like the traffic on the Rhine, is destined to run North and South. I do not recognize that the economic law of supply and demand is monopolized by the movements between the East and West. It is absurd to say that there is no business then for the Mississippi and its tributaries, and that network of canals from Cape Cod to Florida and then to the Gulf of Mexico! Why is it that manu-

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factured goods are shipped mainly from the East to West, and the product of the farm, mine and forest mainly from West to East?

I submit in answer to this special plea—that another part of this great empire is contributing its commerce to the country and that the movements of this commerce will be necessarily North and South. It is a fact that the Southern cotton crop each year is worth one billion dollars, or twice as much as the annual output of the gold mines of the world. The South has sixty-two thousand square miles of coal, nearly four times as much as Great Britain, Germany, France and Austria. The South has more iron ore than all of Europe and is making three and a half times as much pig iron as the United States made in 1860. Its grain production is within ten per cent. of the grain production of the United States in 1860. The South has twice as many cotton spindles as the United States had in 1860, and these are consuming about one-fourth of the crop, or two and one-half million bales of cotton a year. Southern refined oil is being shipped to all parts of the world, and over forty per cent. of the standing timber of the United States is in the South. With a population of twenty-seven millions, three millions less than the total of the whole United States in 1860, the wealth of the South is five billion dollars more than the total wealth of the country fifty years ago.

Don't tell us that the water-borne traffic of the United States has decreased while that of Europe has increased. The five hundred millions which it is proposed to spend on inland waterways during the next ten years would build ten thousand miles of railway, we are told. And yet the three hundred navigable streams and forty-five canals in this country have an aggregate mileage of thirty thousand miles, and then the right-of-way over the water is forever free. Unless we misinterpret the signs of the times, the building of good roads and the deepening of inland waterways will give this country added facilities in transportation, not to the detriment of the railroads, but to the benefit of the whole people. (Applause.) The barge canal from Buffalo to the Hudson River, at an expense of one

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hundred million dollars, is to be completed by the time the Panama Canal is finished. (Applause.) The new canal is the old Erie, deepened and broadened so that barges from Duluth or Chicago can go to New York without breaking bulk. The Panama Canal, the Erie Canal and the Intra-Coastal Canal must all be completed. (Applause.) There is, or soon will be, business enough for railway and waterway, for North and South and East and West lines; in fact, for the homogeneous development of this great nation.

On the bastion of the old port of Hamburg, the free city, are three cannon mounted by the Government as signal guns for the people along the canals. The Elbe appears to be lost among the docks, which extend gigantic arms in every direction. Stone walls hold the big ships which rise and fall with the pulsations of the tide. The streets are all waterways and the merchants hoist their cargoes from the barges floating beside the basement windows. At low tide many of these canals are streaks of mud, with men and women at work, where children play and goods are carted along the quays. But when the tide floods at Cuxhaven, the mouth of the river, the three guns on the bastion inform the people along the canal—men and women withdraw, children scamper and commerce is raised to a higher level. There is new life in the little canal giving the city a flavor half Dutch and half Venetian, and big barges unload into the windows of the towering storerooms.

So under the leadership of our able and vigilant President (applause) the signal guns have been fired along the Atlantic Deeper Waterway. For the tide is flooding, the barges are breaking into the basins. (Applause.) On Cape Cod the work has already begun and the cut from Beaufort to Pamlico, on the North Carolina coast, has been completed. Yes, the guns have been fired, and the water from the sea is flowing into the docks and basins of the seaboard, quickening the quays with new life and animating the workers with greater energy. (Applause.)

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HON. J. A. GOULDEN.

Mr. President:

May I be permitted to offer the following resolution before the members from New York depart:

Resolved. That in appreciation of the cordial greetings, hearty words of welcome, and eloquent addresses of the Hon. D. C. Richardson, Mayor of Richmond, and His Excellency William Hodges Mann, the Chief Magistrate of Virginia, a rising vote of thanks be tendered to them by the convention.

The resolution was adopted by a rising vote.

ANNUAL ADDRESS OF PRESIDENT MOORE.

Members of the Convention Ladies and Gentlemen:

After four years of earnest effort in advocacy of improved waterways along the Atlantic seaboard this Fourth Annual Convention of the Atlantic Deeper Waterways Association meets in the historic and hospitable city of Richmond to consider the progress made and to prepare for future action. In previous annual addresses to this body your President has spoken fully of the aims and purposes of the Association which have now resolved themselves into a widespread cause for which it is honorable and desirable that all public-spirited citizens should persevere and labor. He has made comparisons between the East coast and other sections of the country more favorably regarded in the matter of appropriations by Congress; he has drawn attention to the increased cost of living and lack of progress due to overcrowded and inadequate transportation facilities; he has spoken of the difference of rates in favor of bulky freight transported by water, and he has endeavored generally to arouse a latent interest and enthusiasm which have been slumbering in the great industrial and agricultural territory extending along the Atlantic coast States from Maine to Florida. To what extent the fire has been kindled and kept ablaze is best attested by the four great conventions held in regular annual order at Philadelphia, Baltimore, Norfolk and Providence, culminating in this Richmond Convention, the largest and most responsive of all. If there be any who would criticise the movement—who doubt

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its strength and fervor—or who lose heart because our ninety millions of busy people, intent upon their own affairs, have not yet been brought to realize its significance, their solicitude may be satisfied by a brief review of the progress that has been made.

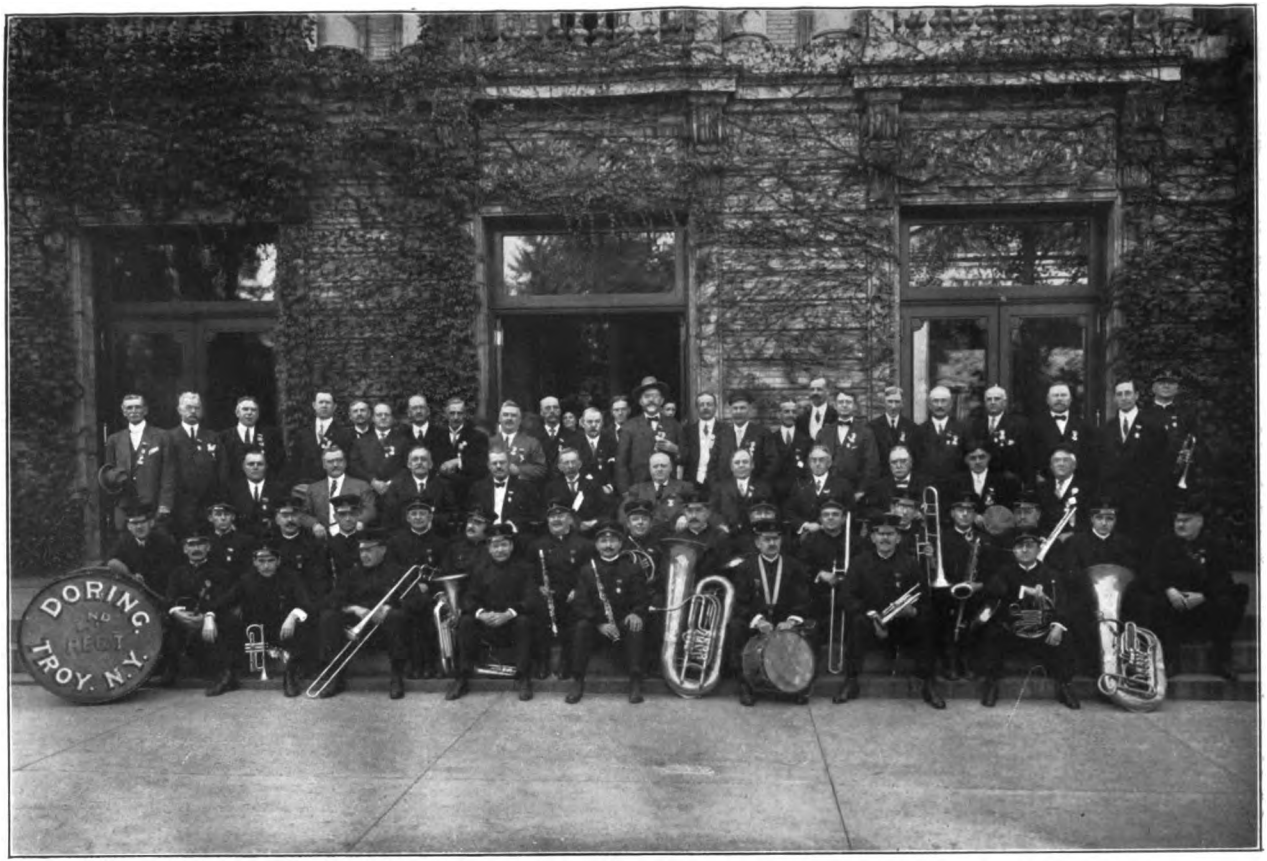
The Task of the Association.

What was the task which the Association undertook to perform? Let the dead and dying canals and the inefficient waterways and harbors of the greatest industrial sections of the country respond! For two hundred years sporadic attempts had been made to cut through Cape Cod to save life and property, the loss of which has disgraced Massachusetts since it first began to do business with its sister States, and has been no more creditable to the Government of the United States. There has been no relief at Cape Cod, and may be none until the efforts of this Association are successful or the problem is in part solved by a private enterprise, which, despite the indifference of the old Bay State and the Government of the United States has actually undertaken, and has now in actual course of construction, an eight-mile cut for a ship canal from Sandwich on the north of the Cape to Buzzard's Bay on the south.

Between New York and Philadelphia.

Between New York, the greatest American city, and Philadelphia, the second manufacturing city of the country, there is a stretch of but ninety miles. Since 1834 water communication between these important centers of population has been maintained by the ancient Delaware and Raritan Canal, with its depth of 7 feet and its fourteen narrow locks, or by the only alternative, the outside ocean route along the dangerous shoals of Barnegat, a distance of 184 miles. The length of the canal is approximately 34 miles, and yet it is of scant service to the greatest metropolis of the country, which is so crowded for room that the brains of its engineers are racked for means to acquire accommodations overhead, and to provide for transportation underground. New York is rapidly building toward Philadelphia, and Philadelphia itself feeling

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THE TROY DELEGATION AT RICHMOND.

Photo by W. W. Foster.

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the effects of congestion, is steadily building toward New York. Two great railroads afford the principal means of communication between the two cities, and upon them largely is dependent the great trade of New England, surging south, and of the raw materials of the Southern States seeking their Northern market. But progress has been made in the effort to improve conditions here for the men who would till the soil between these cities and those who have invested their capital in industrial enterprises demanding an outlet, have been so successfully aroused that the State of New Jersey has appointed a State Commission to co-operate with the federal authorities, and has made other steps forward, as will be shown later.

Delaware and Chesapeake Bays.

Since 1829, inland waterway communication between Philadelphia and Baltimore and points farther south have been maintained through the old Chesapeake and Delaware Canal, with a present depth of nine feet, and locks limited in width to twenty-four feet. Our forefathers were wise in building the Chesapeake and Delaware Canal, and it is to their credit that they did it in the short term of four years in the old-fashioned way, with pick and spade. Completed without the aid of steam shovels or other modern labor-saving machinery, this canal is about one-fourth the length of the Panama Canal, or thirteen miles. It connects up the Delaware and Chesapeake Bays and saves an outside sailing distance from Philadelphia to Baltimore, of about 325 miles. Like the Delaware and Raritan Canal, it did a large business in the earlier days, and even now does a larger lumber-carrying business with tugs and barges than is done between the points mentioned by steam vessels or the rapidly disappearing sailing craft taking the outside route. The tolls are equal in many respects to those charged by the railroads, and thus trade along the line is necessarily restricted. Time and again it has been suggested that this canal should be taken over by the Government and made serviceable and free, not only to the country through which it passes, but to commerce arising anywhere along the coast. But we are also making progress

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here, since not later than next December we are to have the government engineers' report upon the expediency and cost of a free, government-controlled canal between the Chesapeake and Delaware.

Compared with the Panama Canal.

In his address at Bellingham on October 9th, President Taft is quoted as saying that the Panama Canal will be completed earlier than was expected, and that its opening may be looked for about June, 1913. The Panama Canal is a great project, the dream of explorers and navigators from the time of Columbus. France, which spent more upon its waterways in three-quarters of a century than the United States has spent upon all its harbors and navigable streams since the beginning of our history, buried thousands of lives and incalculable treasure in a vain effort to work out this stupendous problem of wedding the Atlantic to the Pacific at the Isthmus.

Greatly to our credit as a nation, we have succeeded in the work which France failed to perform. The result has been complimentary to American engineering skill, and has brought laurels to our national reputation for commercial philanthropy. We have adopted the Panama Canal project and we propose to give it the sanction of American direction and defense; but while we have been pouring our hundreds of millions into this vast enterprise, which is to be maintained by the United States at its own risk and for the benefit of the nations of the world, is it not fair to pause and take account of what we have failed to do "a little closer to home," where the circulation of our national appropriations would aid domestic enterprises, encourage domestic business, and profitably employ the labor which is immediately round about us?

Vast Trade of the Coast.

In an able report to the Secretary of War (the Agnus Commission, January 1, 1907) a report that was duly transmitted to Congress and printed as a public document, is the following interesting statement and quotation:

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"The projected canal across the Maryland-Delaware peninsula would unquestionably be a great convenience to foreign shipping. The view that it would not be used by ocean-going ships is the same contention that arose when the other great ship canals were built, but their history has shown that when the channel is cut, the ships will always take the shortest course.

"The Delaware and Chesapeake Bays have a shore line of 2,500 miles, with 500 tributary streams and more than 10,000 registered vessels.

"An idea of the trade immediately affected can be had from the statement contained in report No. 2725 to the Fifty-eighth Congress, which says:

> 'The Commerce of the Delaware and Chesapeake, registered and otherwise, has been estimated all the way from 50,000,000 to 90,000,000 tons annually. This is much larger than the tonnage of the entire annual foreign commerce of the United States. The Isthmian Canal Commission estimated that the Panama Canal, now to be built at a cost approximating $200,000,000, would have carried a tonnage in 1899 of but 4,574,852 tons.'

"Of the registered traffic in a recent compilation, 25,873,167 were on Delaware Bay points, and 24,151,932 on Chesapeake Bay points. These figures, however, do not include the undocumented and unregistered tonnage traffic, which would add nearly 100 per cent. to the total.

"Considerably less than one-tenth of the traffic on the Delaware and Chesapeake Bays and their various points belongs to foreign commerce. The great value of the proposed canal would be in facilitating the coastwise trade.

"It is estimated that at least 2,000,000 tons of coal would go through this canal to consumers farther north. Under the present conditions, much of this coal has to make a detour by way of the capes, and often the vessels must lie at Hampton Roads ten or twelve days and even two weeks waiting a shift of the wind."

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Time to do Work at Home.

We are proud of the Panama Canal. We must provide for its maintenance and set up and maintain works to defend it, and we will. But it does not seem unreasonable that if the government of the United States is able to appropriate and spend approximately four hundred millions raised from the masses of the American people for the employment of both foreign and American labor in the construction of a canal at Panama, which must be of equal benefit to all other nations as it is to the United States—that it might still be able to spend the paltry fifteen or twenty millions that would be necessary to provide the people in our own neighboring States with modern water transportation facilities between the Chesapeake and Delaware Bays. The above-quoted report (1907) approximates the cost of the Panama Canal at $200,000,000; it has now reached almost twice that amount, and the canal will require a tremendous annual appropriation to maintain and protect it. The estimated tonnage, both foreign and American, of the Panama Canal for the first year being only about 4,500,000, it is certainly not unfair to insist that the time has come to give the people of the Atlantic seaboard better facilities for the 50,000,000 to 90,000,000 of tonnage between the Chesapeake and Delaware Bays; for their 50,000,000 that are reported as passing Point Judith each year, or the 24,000,000 (1908) shown by the returns of the Delaware River alone. If the Panama Canal is to do no greater mixed business than is indicated, and we hope it will do a vastly greater business, it is not unfair in consideration of the money we have spent upon it, and our woeful lack of attention to American waterways and canals, that we should compare its commerce for the first year, given at 4,500,000 tons, with the 11,000,000 of the Arthur Kill, a fourteen-mile stream between Staten Island and New Jersey, in 1905, or the port of Providence, Rhode Island, which last year alone reported a tonnage of 3,000,000.

The Progress Already Made.

But what of our progress? First of all, an extremely perceptible dent has been made in the apathy that has so long

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prevailed toward waterway improvements. We have given inspiration to advocates of improved and competitive transportation facilities who had lost hope in their efforts to bring the thirty millions of people, along the seaboard, to a realization of their own neglect. We have given inspiration to other waterways associations and have better stimulated the demand for recognition at the hands of the government. We have not been unreasonable nor exacting. It has been necessary to show by comparison how indifferently the East has been treated but we have not envied the development or success of any other section of the country. It has amazed us that the enormous demands of the Mississippi Valley have excited so little comment, while the improvement of single streams and the development of single harbors along the seaboard, doing a vastly greater business than the "Father of Waters" and all its tributaries, have occasioned surprise, or induced the government to tremble for the safety of its treasury.

We have noticed the ease and the grace with which great men of the nation have given their approval to the sixty-three million water-harvesting project of the Ohio River, while they have gravely pondered over the "expense" and "engineering difficulties" of the Connecticut, or the Hudson, or the Delaware or the Savannah, or the St. Johns. These rivers obtain some national recognition, and the Rivers and Harbors Committee has every disposition to give them fair treatment, but, as a rule, heretofore, statesmen and engineers have readily eased their consciences with regard to vast expenditures that build up Western and Southern valleys with uncertain river commerce and irregular water stages; while they have halted, and hesitated, and turned pale, at the suggestion that a few millions of dollars should be spent upon Eastern ports and streams supporting a coast-wise trade, encouraging an international business, and contributing a third of the revenues of the government. They have done it, doubtless upon the theory that the East was rich and prosperous, while the other sections of the Country needed the money.

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It Was Time to Get Busy.

It was high time that this Association should have been formed, and it was timely that through its efforts, an appropriation of $100,000 should have been obtained, as it was in the Rivers and Harbors bill of March 3, 1909, for definite recognition of the Eastern coastal project. That appropriation provided for a survey for a continuous inland waterway along the Atlantic coast from Boston to Key West. It is a great project and must necessarily occupy much time for examination, and the preparation of plans and specifications. We have not been unreasonable as to this, but have looked for and expected an early report from the United States engineers, which at last, we are promised by the opening of the next session of Congress. The engineers have completed their preliminary work upon the survey, and have gone along the Gulf coast to the Mississippi.

We realize that the Federal Government is deliberate and cannot be stampeded. We have not asked that the army engineers report to Congress until they were prepared to report thoroughly, and with due deliberation, but remembering especially the experience that followed the Agnus report of 1907 for a 35-foot depth for a Chesapeake and Delaware canal, we did ask the army engineers that they report upon alternative depths for the various links of the coastal chain, so that if the maximum of 25 feet upon which they were to estimate between Boston to Beaufort Inlet, North Carolina, should seem excessive and tend to frighten Congress as to cost, we might be able to discuss a lesser depth that would not be so expensive; or yet consider at least one link of the continuous chain at a time, as commerce most justified it. It had been roughly estimated, and is still believed by many engineers that a barge canal depth for most of the continuous waterway, and a ship canal depth for important sections of it, might be built for approximately $100,000,000. This is half the amount that has already been spent upon the Mississippi River, or one-quarter the amount that has already been expended upon the Panama Canal. But as we set out to do, reliance has been placed upon the investigations of the Army engineers,

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and we have approved their work thus far with the pardonable suggestion that it be hastened as speedily as possible. Pending their report we have some unofficial information as to what certain links of the chain will cost.

Cost Question in New England.

An 18-foot depth, link by link from Boston to Beaufort, is roughly estimated as safe within the $100,000,000 mark. These estimates have given little concern to any of the States concerned, save Massachusetts, where an inside waterway from Boston to Narragansett Bay, affecting 1,000 wrecks in 25 years, seems not to have met with the unanimous favor of a Commission appointed by the Governor. But in another direction during the past nine months, we have witnessed a welcome and unusual demonstration of friendship for the harbor of Boston, on the part of the great railroad whose influence is potent in New England, in support of a $9,000,000 improvement of the port. This would indicate, if nothing else had done so, that the agitation for improved water facilities along the coast has "started something" in New England.

But Boston is not the only point at which there has been an awakening. New Hampshire has received more waterway consideration during the past year than for many years previously, and a greater expenditure is being made there for the development of streams and canals that have needed improvement. Much money is carried by summer tourists into Maine, New Hampshire and Vermont, and the demand for waterway facilities and navigable streams has resulted from the influx of motor and power boats that are rapidly multiplying in number all along the New England coast.

An Awakening in Connecticut.

We have also witnessed the pleasing spectacle of the Connecticut legislature voting an appropriation of $1,000,000 for the improvement of the harbor of New London. In fact, each of the New England ports, during the past year, has been receiving special attention with a view to improved coastwise and even international trade. In some interior districts,

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where loyal friends have been at work, there have been setbacks, notably on the Connecticut River, that splendid stream which courses through the State of Connecticut and the Western half of Massachusetts. A determined effort has been made along the valley of the Connecticut, to break the dormant spirit of the potentialities of New England, so that the manufactures of Massachusetts and Connecticut may flow south to the markets, and the coal of Pennsylvania and West Virginia and of Indiana may flow into the factories and furnaces of New England, but "the mighty obstacle" of "the rapids" above Hartford has been an insurmountable excuse for inactivity. The cost of living in New England is affected largely by the price of fuel, and the Boston Chamber of Commerce complacently admits that New England pays a toll of seventy millions in freight upon the thirty millions worth of coal it annually uses. The Connecticut River would help to relieve this situation, and this perhaps without the loss of a single dollar to any railroad, but the frightful "engineering problem" of the Connecticut "rapids," involving an expenditure of probably two millions for canalization, has given the deepest concern for many decades to those who readily agree to the expenditure of millions upon the Mussel Shoals of Tennessee, or the Dalles of the Columbia, and of tens of millions to check the flow of the incorrigible Mississippi, or its no less tractable tributary, the Missouri. But there has been an awakening along the Connecticut Valley, and it is yet possible, despite the opposition and quibbling, over water power, that an appropriation of a single million or two may some day be obtained in order that barges or other vessels may carry coal at moderate rates to the worthy people of New England.

In New York, Rhode Island and New Jersey.

Steady improvements to New York harbor have marked the past year, and the Hudson River has been the beneficiary of new appropriations to complete the channel for its connections with the Erie Canal at Albany and Troy. The voluntary expenditures of the Empire Commonwealth in the improvement

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of the Erie Canal is one of the most commendable acts in waterway development upon the part of any State, but in addition, federal authorization has at last been obtained for the expenditure of more than $5,000,000, so that the business created and carried by the Erie Canal may flow down the Hudson speedily to the sea.

In Rhode Island we have seen an improvement in the port of Providence, and a determination, since the Convention of this Association in that city last year, not only to encourage western and northwestern traffic by rail, but a river and harbor development capable of accommodating foreign trade, and with inland extensions north and south.

In New Jersey, while the engineers have carried on and completed the survey authorized in 1909, the State itself has been at work upon an inland waterway improvement along the Atlantic coast. The taking over of the port of Trenton for municipal purposes is another evidence of the interest of New Jersey, in addition to the most progressive act in recent inland waterway legislation in any of the northern States—the actual appropriation of $500,000 to secure and donate the right of way, as an incentive to the federal government, to move speedily in the construction of the intra-coastal canal.

Good Work in Pennsylvania.

Pennsylvania, an inland State, untouched by a single drop of salt water, has, jointly with Philadelphia, appropriated this year more than $1,000,000 for harbor improvements on the Delaware River, and the City of Philadelphia, in addition to an appropriation of $600,000, has equipped itself with a municipal dredging plant, and with ice-boats to clear the river, as an encouragement to the government to complete a 12-foot channel from Philadelphia to connect with the intra-coastal canal below Trenton, and for a 35-foot channel from the city to the sea. In addition, the City of Philadelphia is preparing to meet the terminal question by the construction of public piers, one of which, now nearing completion, will accommodate several new steamship lines doing business at the port.

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In Delaware and Maryland, particularly at Wilmington and Baltimore, increased interest has been shown in inland improvement, and some impatience has been manifested that freer inland communication has not progressed more rapidly.

In Virginia, with its many rivers flowing to the ocean, with Hampton Roads, capable of accommodating the fleets of the world, there has been an increased enthusiasm and a wider appreciation of the importance of river improvements since the Convention at Norfolk and the agitation centering around Richmond.

In North Carolina, there has been no cessation of that old-time activity which began with the birth of the Association.

North Carolina Opens the First Cut.

With due and timely deference to the descendants of John Smith, of Virginia, as well as of the Pilgrim Fathers, and the followers of Penn and Oglethorpe—the first English settlement in this country was made by the Sir Walter Raleigh Colony, on Roanoke Island, in 1585. The vessels came into the Sound through an inlet along the North Carolina Coast, a coast which in many respects remains substantially as the early settlers found it, except the old inlet has so long been closed that no man can locate it, nor does any existent map reveal it. And yet back of the sounds and along its many rivers the soil of North Carolina, as reported by agricultural experts, is as fertile and as capable of profitable cultivation, as is that of any land in the whole country. To the newcomer in North Carolina waters, who hears the frightful stories of Cape Hatteras, and who reads the frequent reports of disaster on the coast it is a matter of wonder that no government provision had ever been made to adequately open up these great bodies of water at some point where the Atlantic might be reached below the Cape. But, thanks to the energy and the persistence of Hon. John H. Small, and other distinguished Carolinians, who have had the support of the Atlantic Association, a successful connection with the ocean below Cape Hatteras has finally been made, and vessels drawing ten feet (an unheard-of proposition heretofore) are now

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able to pass in and out of the fresh and brackish water of the sounds at Beaufort and Morehead City. A six-mile cut through solid land now permits of the transit of vessels, and opens the way for the cultivation and development of a country that has long been waste. Interesting exercises, participated in by the officers of this Association, formally opening the canal which cost the government less than $500,000, were held in January of the present year, and were attended by thousands of people, some of whom had never seen a railroad nor had an opportunity to earn a living beyond the forests and remote interior lands. Month by month the number of vessels passing through this canal, for it is toll-free, have been increasing, fully justifying the moderate expense to which the government was put.

In the Far South.

Our friends in South Carolina and Georgia have been watchful and helpful, and the interests of Florida has been well sustained. Indeed, the reports from the extreme South have indicated a desire to get the products of the peninsula to the Northern consumer, and it has been not once, but often, that the complaint has come to the Association, on behalf of those who have remained upon this rich Southern soil capable of raising from two to three crops a season, that such railroads as exist are too remote, or that in suitable market seasons they are incapable of carrying these bulky but perishable food supplies which have such a significant relation to the cost of living.

Summary of the Work of the Association.

Summing up the work of the Association to date, it is safe to say that by reason of its activities every State along the coast from Maine to Florida has made distinct gains in the matter of waterway improvements. While general progress has been made in bringing public attention to the importance of a connected intra-coastal waterway, there has also been a decided advance in local projects, and an increasing tendency to improve waterways as a means of transportation. And while we have spurred to greater activity other associations,

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notably those of the West and South, we have, by better acquainting ourselves with their projects and prospects, made it plain that the Atlantic Association is a factor to be reckoned with, and that it expects a square deal at the hands of interested parties and the government. A matter for congratulation, too, is the recognition given the Atlantic Coast this year in the composition of the New Rivers and Harbors Committee. In your President's annual address at Norfolk, two years ago, reference was made to the preponderence of members from the Lakes-to-the-Gulf territory. There were then but four members out of the twenty assigned to the Atlantic Coast —one from Massachusetts, and one each from South Carolina, Georgia and Florida. All that great populous area south of Massachusetts and north of South Carolina was without direct representation. This has been corrected in the newly appointed Committee of the 62d Congress. The East Coast obtains the Chairman in Mr. Sparkman, of Florida, and New Jersey, Eastern Pennsylvania and North Carolina are each given a place upon the Committee, and the North Carolina membership (the honor being long withheld) was assigned to our own distinguished friend and advocate, the Honorable Mr. Small.

Value of Canals as a Means of Defense.

I shall not again argue the military or naval side of the inland waterways problem. If a hostile fleet should suddenly strike us, as Italy recently struck unprepared Turkey, and our vessels were driven into the Chesapeake or Delaware Bays, they would find a safe haven, but that safety would be as indefinite under present conditions, as was Cervera's retreat in the harbor of Santiago. To make the retreat effective, it would be necessary, after the vessels had been repaired, to let them out at either end of the harbor. If we were commercially prepared, as we ought to be, and the canals were cut through, there would be two harbors of safety in each instance, and each canal would thus afford a means of defense, a source of supplies, and an opportunity for repairs or naval strategy. We are striving for improved waterways for commercial advantages, and we hope there will be no war, but if they should

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serve to keep us ready for military or naval surprises, and could also be made commercially advantageous and profitable, it would seem well worth while to build the canals and build them quickly.

Cardinal Objects of the Association.

I trust enough has already been said in this address to make it plain to those who have insidiously, or with ignorance of the true condition or value of inland waterways, opposed the coastal project, that we are on guard, and in this campaign are fairly well fortified against surprises. We stand behind the breastworks of public confidence. Our Association is seeking to relieve congestion in traffic and to create new business that may be conducted at reasonable transportation rates without regard to special or selfish interests, and with no intent or purpose to curtail or injure the business of any existing transportation agency. To create and encourage new business, to inspire the youth of the land to worthy and profitable employment, to bring the mind and the toil of the citizen back to the soil, is commendable. And these are cardinal objects of the Association. Improved inland waterways are not to be feared by any but those who would suppress and retard the natural trend of business. If waterways originate trade, as we contend they do, or attract new business in territory hitherto waste, or without the means of exit for its product, existing transportation companies will not be injured, but profited. The creation of new business by waterways in unimproved areas must necessarily feed the superior facilities of the railroad. There can be no real injury by one to the other if each is permitted to work out its lawful and reasonable purposes. If new employments are created as the result of newly constructed works, the congestion of the cities will be relieved and the wholesome circulation of men and money will ensue.

The Report of the Committee on Traffic.

Nor do I desire to close this address without a reference to the commercial and humanitarian phases of the question. While it is easy to compute the tonnage that comes into the

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customs ports or that passes through the locks at the Sault Ste Marie, it has been impossible to obtain authentic statistics with regard to the coast-wise trade of the Atlantic seaboard. The utter inadequacy of government reports as to our coast-wise tonnage induced the army engineers to call upon this Association for statistics, and as a result of that call, shortly after the Providence Convention, your President appointed an expert Committee, who gave their services without charge, to collect data with reference to the coast-wise trade in general, and particularly as to traffic that would be affected by a modern free-from-tolls canal between New York and Philadelphia. That Committee finished its work in April of this year (1911), and its report entitled "Report of the Committee on Traffic of the Proposed Intra-coastal Canal connecting New York and Delaware Bays" has been printed. It deals with such government reports as were available, with questions affecting values, tonnage, rates both by rail and canal, and altogether, is such a compendium as must remain a text book for Congress and the army engineers, and all others interested in the subject of transportation. But one extract from the introductory chapter of this report is sufficient to demonstrate the timeliness and wisdom of the intra-coastal movement. It is an unanswerable indictment of the government and the people, who have permitted to exist so unworthy an impediment to the progress of our country.

Startling Statistics of the Coast.

"One of the strongest arguments in favor of an inside route," says the Committee on Traffic, "is the fact that in the single decade from 1900 to 1909 there were over 5,700 disasters to shipping on our Atlantic seaboard. Not all losses are reported, but these accidents are known to have destroyed $40,500,000 worth of vessels and cargo, and to have caused the loss of over 2,200 human lives."

Here, indeed, is a startling presentment which demands consideration at the hands of the government. Of these 5,700 disasters to shipping, nearly 1,000 can be charged up to Cape Cod alone. They are occurring daily and occurring to vessels car-

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rying passengers, as well as dead freight, fuel, raw material, and other commodities. All these, free from fog and storm, could be moved upon standardized waterways, running along the interior, more safely and sometimes more expeditiously than they could by rail or the open sea.

Save Life; Save Property.

To say nothing of the 2,200 lives, the $40,500,000 of property loss preserved and available as cash, would be more than sufficient to build a ship canal across the State of New Jersey from the port of New York to the Delaware River. If these figures were doubled, they would be sufficient to complete a barge canal from Boston, a distance of 600 miles, to Beaufort Inlet, below Cape Hatteras, North Carolina. The addition of twenty millions more would doubtless be sufficient to complete a serviceable waterway along the entire coast from New England to the southernmost key of Florida. Are we to be startled when the engineers report the probable cost of the enterprise as a whole or in part? If the whole chain were to be constructed at once—which is more than any reasonable waterways man asks or expects—and the cost were fixed at $100,000,000—that would be only half the sum that has already been spent upon the Mississippi, with its 4,300,000 tons of commerce. It is only one-half of what has been pledged to the Mississippi system to complete a nine-foot channel from the Lakes to the Gulf. It is only thirty-seven millions more than Congress and the President have endorsed over to the Ohio River for a nine-foot depth from Pittsburg to Cairo, and it is only one-fourth of the actual construction cost, to say nothing of the tremendous maintenance cost of the Panama Canal. We have been waiting for two hundred years for somebody to help us on Cape Cod. We are still doing business between New York and Philadelphia on the Delaware and Raritan Canal of 1834, and between Philadelphia and Baltimore we continue to employ, though feebly, the Chesapeake and Delaware antiquity of 1829. Surely, we are not unreasonable! Surely, our belated request should occasion no alarm! Surely, we should be prepared for it if it does!

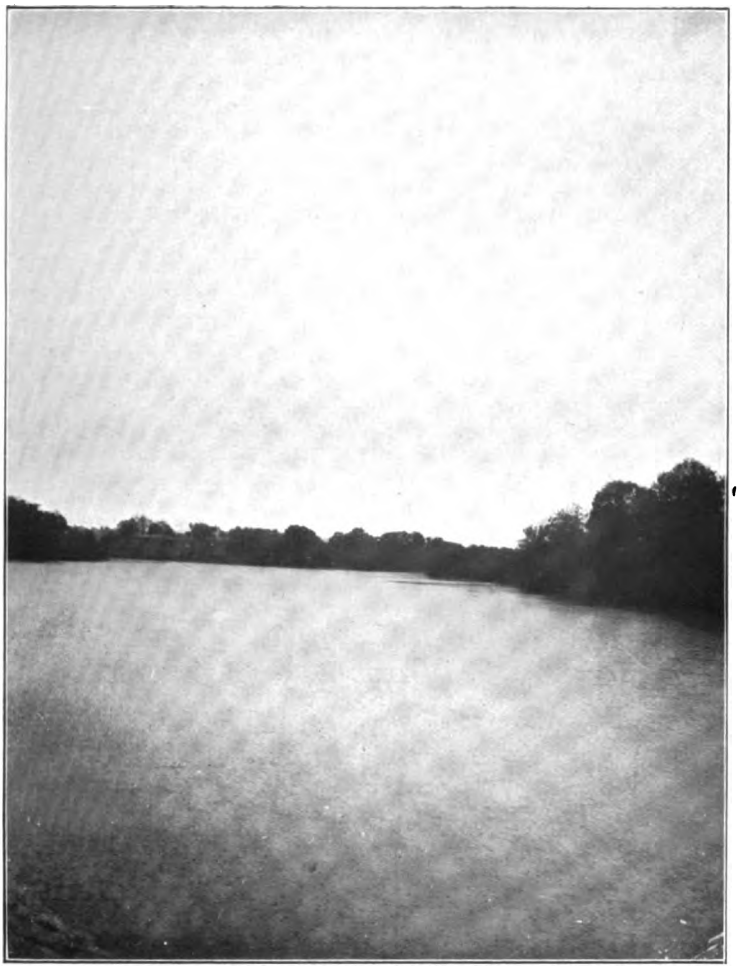
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The Good Work Must Go On.

With these comments and suggestions, I submit the record of the past four years. It was no mean work on which you embarked in Philadelphia in 1907, and results have shown that the cause is in every way worthy of the best service you can give. We are approaching, however, a critical period in the movement. We must await with patience the official report of the army engineers and prepare ourselves against the obstructionists and the "Doubting Thomases." The findings of the engineers must stand the scrutiny of the critics, both in and out of Congress, and while the red tape of official procedure is being unwound, we must continue to study the problem and prepare to analyze and rationally consider the official estimates and suggestions that will be made. We must continue to be patient even as our forefathers have been patient with the neglect of centuries. Our case has been presented with such ability and strength as we have been able to command, and the number of our friends is legion. We have much to be grateful for in the loyalty of those who have stood faithfully by the cause under adverse circumstances in New England and other sections of the coast, and we may rest assured that there will be thousands standing to their guns with fortitude and devotion, believing in the righteousness and justice of the cause they have espoused. Proud of your support and confidence throughout these years of my service as your President, and with grateful acknowledgments to my official associates for their industry and devotion to the cause which you entrusted to our guidance, I ask for my successor, and his associates, a continuance of your interest and encouragement—bespeaking alertness, persistence and patience, that ultimately—but soon—the President and Congress may accord to the waterways of the East the recognition they have earned and now so richly deserve. (Applause.)

PRESIDENT MOORE: Mr. Burk will now present the report of the Secretary-Treasurer:

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DUTCH GAP CANAL, SHOWING THE ENTIRE CUT. IT IS 200 YARDS LONG AND SAVES SEVEN MILES OF RIVER NAVIGATION.

Photo by A. R. Burk

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SECRETARY'S REPORT.

To the Delegates and Members, Atlantic Deeper Waterways Association:

The year has been one of great activity, due to the effort made to answer the inquiries of engineers respecting traffic along the Atlantic seaboard. A special Committee on Traffic, Emory R. Johnson, Chairman, labored for several months gathering information which was finally published in pamphlet form and has proven to be very valuable. The report of the Proceedings at the Providence Convention, the monthly Bulletins and several special papers and speeches sent out to members made up a body of literature of the greatest educational value.

During the year, the Secretary had printed 27,000 copies of the monthly Bulletin, 3,000 of the Proceedings at Providence, 3,000 of the report of the Committee on Traffic, 5,000 of speeches and special papers, and 13,000 cards and circulars. The postage bill was kept below $700 by sending many of the publications out in bulk to trade bodies and members of Congress, by express or by messengers. The labor of directing them was very great, and necessitated the employment of clerical help when a large number had to be sent out in a short time.

Notwithstanding a considerable loss of members by death or resignations, the membership was largely increased through the publications referred to and the speech-making tours of the President.

Compared with preceding years, the membership is as follows:

	Cities.	*W. W. Assns.*	*Trade Bodies.*	*Firms or Corp.*	*Ind. Members*	*Totals.*
1907-08	.	.	74	69	157	300
1908-09	4	.	78	71	197	350
1909-10	8	.	105	101	454	668
1910-11	7	4	103	142	577	833

The Treasurer's Report is for the fiscal year ending August 31, 1911, and, of course, deals with gross receipts and gross payments. It includes, for example, $600 of money borrowed and repaid, and $15 over-payments that were refunded.

The revenue, disregarding these offsetting items, was $10 363.62, and the expenditures amounted to $9,343.86, leaving a balance in the Treasury, August 31, 1911, as reported by the Treasurer, of $1,019.76. But there was an actual deficit at the end of the year of $1,411.87; this amount, in addition to the balance on hand, being due to the Richmond fund intended for the payment of the expenses of the Richmond convention.

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The year started with a deficit which was increased by the extraordinary expense entailed by the preparation and publication of the report of the Committee on Traffic. Nevertheless, there would have been a considerable balance at the end of the year if all dues had been paid, and if the subscriptions made at the Providence convention had been filled. The Treasurer is still receiving contributions on this account, and a definite report on this subject cannot be made at this time.

Donations received during the year, exclusive of subscriptions made at Providence, included the following:

George T. Leach, Washington, N. C.	$200.00
Thos. Devlin Mfg. Co., Philadelphia	100.00
Master Builders' Exchange, Philadelphia	100.00
Frank D. La Lanne, Philadelphia	100.00
	$500.00

The receipts and expenditures of the year, amended to exclude borrowed money and refunds, and therefore differing in detail from the Treasurer's Report, were as follows:

Receipts.

Balance on hand September 1, 1910		$417.56
From Dues of 1910-11	$5,820.00	
" " " 1912	90.00	
" Donations	500.00	
" Providence Committee	956.34	
" Return of Advances	68.00	
" Interest	10.97	
" Richmond Committee	2,500.00	
" Miscellaneous Sources	.75	
		9,946.06
		$10,363.62

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Expenditures.

Publication of Proceedings	$1,375.59	
" " Special Papers	79.90	
" " Bulletins	1,056.76	
General Printing "	383.66	
Postage	666.97	
Express Charges	55.42	
Advertising	47.50	
Telephone and Telegraph	100.81	
Rent of Office	343.75	
Photos, Films and Cuts	61.12	
Press Clippings and Newspapers	29.18	
Office Supplies	205.98	
Salaries	1,599.95	
Expenses Providence Convention	320.32	
" Richmond "	68.37	
Trips of Officers	356.18	
Inspection of Canals	403.37	
Badges	246.00	
Clerical Help	257.65	
Rivers and Harbors Congress	243.25	
Committee on Traffic	922.47	
Bills Payable	500.00	
Miscellaneous Expenses	19.65	
		9,343.86
Balance August 31, 1911		$1,019.76

The Ways and Means Committee will make a report upon the results of the subscriptions made at Providence and recommendations respecting the collection of funds required for the support of the Association's work.

Respectfully submitted,

ADDISON B. BURK,
Secretary.

October 17, 1911.

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TREASURER'S REPORT.

To the Delegates and Members, Atlantic Deeper Waterways Association:

Balance on hand August 31, 1910		$417.56
Receipts.		
Dues 1910 and 1911	$5,831.00	
" 1912	90.00	
Borrowed Money	600.00	
Donations	500.00	
From Providence Committee	956.34	
Return of Money Advanced	68.00	
Inferest on Bank Balances	10.97	
From Richmond Committee	2 500.00	
Miscellaneous Receipts	4.75	
		10,561.06
		$10,978.62
Expenditures		9,958.86
Balance, August 31, 1911		$1,019.76

Although the year started with a balance in the Treasury of $417.56, there was really a deficit of $82.44, as the President and Treasurer had advanced $500, with which to meet current expenses.

So. also, the balance at the end of the year, $1,019.76, is misleading. The Richmond Committee contributed $2,500 to pay the expenses of the Richmond Convention, including the entertainment of speakers, the publication of the Proceedings, etc. This is a trust fund of which only $68.37 has been expended. The Association must restore to that fund $2,431.63, and its cash balance falls $1,411.87 short of that amount. This is the measure of the deficit for the year. It is more than offset by moneys due the Association. On August 31 there was due the Association from membership fees $500, and from subscriptions made at Providence, but not paid. $1,500.

The Association has at present a membership sufficient to support its ordinary work, provided dues are promptly paid, and provided also, that the Convention City shall each year pay $2,500 towards the expenses of the convention, including the publication of the Proceedings.

Respectfully submitted,

ADDISON B. BURK,
Treasurer.

August 31, 1911.

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On motion of Dr. Burton, of Delaware, the report of the Secretary-Treasurer was referred to the Auditing Committee.

Resolutions.

Mr. Emil P. Albrecht, of Philadelphia, moved that immediately after the adjournment of the morning session the various State delegations meet in caucus to select members for the Committees on Resolutions, Ways and Means, Time and Place, to elect a Vice President and delegate from their respective States, and to select a speaker to represent the State if called upon;

Also, that reports of these selections be handed to the Secretary as early as possible, in order that the full committees and their places of meeting may be promptly announced. (Resolution adopted.)

Mr. Bernard, of Pennsylvania, then offered the following resolution, which was adopted:

Resolved. That the President appoint a Committee on Credentials, consisting of five members at large and in addition thereto, one member from each State represented in the Convention.

Mr. Reid, of New York, then offered the following resolution, which was adopted:

Resolved. That the officers of the Association be authorized to continue membership in the Rivers and Harbors Congress and in the International Congress of Navigation, and that the President be authorized to appoint delegates to represent the Atlantic Deeper Waterways Association in these congresses.

Mr. Warner, of Connecticut, then offered the following resolution, which was adopted:

Resolved. That all resolutions relating to policies or projects be read to the Convention by the Secretary and referred to the Committee on Resolutions without debate.

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President Moore then announced the following committees:

CREDENTIALS.

Emil P. Albrecht, Chairman.
Charles P. Chase, Mass.
E. E. Durant, Conn.
Charles E. Reid, N. Y.
Samuel E. Perry, N. J.
Charles M. Stewart, Maine
Frank E. Howe, Vt.
O. L. Frisbee, N. H.
A. Homer Skinner, Mass.
David F. Sherwood, R. I.
E. I. Atwater, Conn.
James N. Stout, N. Y.
W. R. Jacobus, N. J.
W. E. Bernard, Pa.
Peter Bloomsburg, Del.
Dr. David H. Carroll, Md.
W. T. Dabney, Virginia.
Meares Harriss, N. C.
H. B. Springs, S. C.
Joseph F. Gray, Ga.
Geo. F. Miles, Fla.

RESOLUTIONS.

At Large—Hon. John H. Small, N. C., Chairman.
Charles Heber Clark, Pa.
At Large—Hon. Jos. A. Goulden, N. Y.
Hon. Anthony Higgins, Del.
E. W. Douglas, N. Y.

WAYS AND MEANS.

At Large—Hon. Fred. W. Donnelly, N. J., Chairman.
Chas. W. Young, Pa.
At Large—Oliver Gildersleeve, Conn.
Wm. T. Budd, Del.
James B. Blades, N. C.

TIME AND PLACE.

At Large—Com. Frank Fessenden Crane, Mass., Chairman.
Hon. Bryan F. Mahan, Conn.
At Large—C. F. Burns, N. Y.
W. A. Boykin, Md.
A. M. Dumay, N. C.

TO AUDIT ACCOUNTS.

Charles E. Reid, N. Y.
William T. Budd, Del.
W. E. Bernard, Pa.

PRESIDENT MOORE: At the suggestion of Mr. Theodore Justice, of Pennsylvania, the letter of General Bixby, Chief of Engineers, United States Army, will now be read.

Mr. Albrecht read following report:

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LETTER FROM GENERAL BIXBY.

WAR DEPARTMENT.
OFFICE OF THE CHIEF OF ENGINEERS,
WASHINGTON.

October 14, 1911.

Hon. J. Hampton Moore,
President Atlantic Deeper Waterways Association,
Crozer Building,
Philadelphia, Pa.

MY DEAR MR. MOORE:—1. Many thanks for the compliment of your renewed invitation to me to be present October 17th-20th at the Richmond Convention of the Atlantic Deeper Waterways Association. I regret that I am not able to accept your invitation, the work of this office necessitating my presence in this city at that time.

2. Understanding that the convention will be interested in learning the present status of the proposed intra-coastal project, it is believed that the following statement of past action and present situation may be of interest:

3. The river and harbor act of March 3d, 1909, provided for a survey for a continuous waterway, inland where practicable, from Boston, Mass., to Key West, Florida, and directed the examination of all practicable routes, preparation of plans and estimates of cost along the most available route, and a report as to the desirability of utilizing as a part of such waterway any existing canal with the probable cost of acquiring it. The act also provided for similar investigations for an inland waterway across the State of Florida and along the Gulf of Mexico to the Rio Grande.

4. . In order to enable the Chief of Engineers to submit to Congress the reports called for, three special boards of Engineer Officers were constituted. To one of these boards was assigned the duty of preparing a report containing the information directed by Congress with respect to so much of the proposed waterway as lies between Boston, Mass., and Beaufort, N. C., to a second board was assigned a similar duty with respect to that portion between Beaufort, N. C., and Key West, Fla., and also as to the proposed inland route across the State of Florida; while to a third board was assigned the proposed waterway along the coast of the Gulf of Mexico. Col. William M. Black, Col. Dan C. Kingman and Lieut.-Col. L. H. Beach, Corps of Engineers, are the senior members of the three special boards which were so appointed. The first special board has completed its investigations and has submitted to the Chief of Engineers plans, estimates and recommendations regarding the construction of a waterway between Boston, Mass., and Beaufort, N. C. The second board has submitted its report as to the waterway between Beaufort, N. C., to Key West,

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Fla., and it is expected that its report from the inland waterway across the State of Florida will be submitted in the near future. The third board has submitted plans and recommendations regarding an inland waterway along the coast of the Gulf of Mexico.

5. The act of June 13th, 1902, provided for the organization in Washington of a permanent board of five engineer officers, and provided that there should be referred to it for consideration and recommendation all reports upon examinations and surveys provided for by Congress, and the act further provided that the board should submit to the Chief of Engineers recommendations as to the desirability of commencing or continuing improvements upon which reports are required, the board in its consideration of such projects to keep in view the amount and character of commerce existing or reasonably prospective to be benefitted by the improvement, the relation of the ultimate cost of such work to the probable commercial interests involved and the propriety of construction of such work at the expense of the United States.

6. The reports on the three divisions of the intra-coastal project mentioned above as having been received from the three special boards have already been referred to the board organized in pursuance of the law just referred to, that is legally called the "River and Harbor Board," but known sometimes as the "Board of Review." This board will submit to me at an early date its recommendations, and the matter will then be in shape for consideration by me and submission to Congress.

The work involved in the surveys and in preparation of the plans and estimates directed by Congress for these intra-coastal waterways is great in amount and important in character, and the submission by the special boards of reports at earlier dates would not have been consistent with such careful investigation as is merited by the character and magnitude of the project under consideration. However, I am glad to be able to say to you that the reports as received show careful study of the situation and that I now expect to be able to transmit to Congress in time for action during its next session a complete report upon all sections of the waterway from Massachusetts to Texas, inclusive.

With best regards, Very sincerely yours,

(Signed) W. H. BIXBY.

On motion of Mr. Anderson, of Virginia, it was resolved that the letter of the Chief of Engineers be printed in the Proceedings of the Association and that copies be sent to the members of the Association. It was further resolved that the letter should be acknowledged, with a vote of thanks.

At 1 o'clock P. M. a recess was taken until 2.30 P. M.

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FIRST DAY—AFTERNOON SESSION

THE AUDITORIUM, HOTEL JEFFERSON,

RICHMOND, Va., October 18, 1911.

The convention reassembled at 2.30 P. M., George E. Bartol, president of the Bourse, Philadelphia, Presiding Officer.

PRESIDENT MOORE: Messrs. Reid, Budd and Bernard have been appointed a committee to audit the accounts of Mr. Burk, the Secretary-Treasurer, and they will kindly proceed to the performance of that duty.

This afternoon's session will now come to order. It is a custom of this Association to hold a series of sessions until the end of the Convention period and at those sessions to have chairmen to represent different States of the Union. This has the effect of adding interest to the work in hand and also of dividing the honors of the occasion. (Will a committee, consisting of Messrs. Bernard and Goulden, escort Mayor Gaynor forward?) (Applause.)

(Mayor Gaynor was escorted to the platform and took his seat next to the Chairman.)

I shall now present your Chairman for this afternoon's session. I am reminded that he was the first president of the National Rivers and Harbors Congress, the influence of which is now so much felt throughout the Union. A man who is an organizer of extraordinary ability, a quick thinker and inspiring speaker, the President of the Philadelphia Bourse, Mr. George E. Bartol. (Applause.)

MR. GEORGE E. BARTOL, CHAIRMAN.

Mr. President, Ladies and Gentlemen, Members of the Atlantic Deeper Waterways Association:

I am very glad that the President of the Association did not introduce me as an orator; it is one of the gifts with which

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I have not been favored, but as a plain, ordinary talker I have appeared before you on a number of occasions and I trust the words I have to say will meet with your approval and interest you. When Mr. Moore advised me of my appointment as presiding officer he coupled with it the statement that my name had already been sent to the printer, so that it was useless for me to object, and secondly, that I should talk only five minutes. My principal duty, therefore, is to introduce those who are to speak upon the subjects that will interest you much better than I can possibly do.

President Moore referred to the National Rivers and Harbors Congress. Its work many of you are familiar with. It is engaged in a great work and our success will depend upon its success. For the benefit of those who do not know, I would state that it advocates the liberal treatment by the United States Government of the question of river and harbor improvements. It has carefully avoided any entanglement with special projects, but we who advocate special projects must bear in mind that unless the Government does exercise that liberality, does appropriate from $30,000,000 to $50,000,000 annually, our special projects cannot advance. Therefore, I hope that each and every member of this Association will lend the Rivers and Harbors Congress his earnest support.

I am not deeply learned in the matter of inland waterways, although I have perhaps a better superficial knowledge of them than many people in the country.

Starting back many years ago, I made a trip from St. Louis to New Orleans on the old-time Mississippi steamboat. The absence of terminal facilities, I learned, made the unloading of cargo costly and slow, the boat stopping ten hours at a single landing to discharge freight. Subsequently, I made trips to the St. John's River, in Florida, and in the last two years I have inspected the principal Atlantic waterways, investigating them minutely. There is scarcely a port I have not been in, going in a small yacht. I have come down the Delaware and Raritan Canal, through Trenton and through the locks down the Delaware and up the coast to Portland, Maine—there is hardly a point on the eastern coast I have not

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personally visited. This spring I went from Philadelphia to Norfolk and up through the Chesapeake, going up the Potomac to Washington, then up the Patapsco and up the York River to Yorktown, and this last trip the other day going up the James River. I feel, therefore, a deep personal interest in these waterways, and I have everywhere been impressed by one thing, a matter which today is the most important subject in the matter of inland waterway transportation—the dearth of traffic and absence of terminal facilities. Our waterways will amount to nothing unless our individual localities proceed at once to provide facilities for the handling of cargoes. How far behind Europe we are in the matter of terminal facilities! Without casting any reflections, I must say there are no terminal facilities in Rchmond; they do not exist so far as I know. It is impossible to find a landing for a small boat.

Virginia has shown her great interest in waterway improvements by holding two out of our four conventions within her borders. Our second convention was held at Norfolk and I am sure no convention could have been a greater success, and it would have been impossible to have had a more cordial welcome. But Richmond looks as if it were going to surpass Norfolk. Both places, however, have warm places in our hearts.

Virginia is a great State and a State that will respond to the improvement of waterways more than any State in this Union. No State holds a better position, with its equable climate, fertile soil and inexhaustible supply of cheap coal. Given cheap transportation Virginia will take a high place in the sisterhood of States.

I must pass on to introduce those who will speak in detail on the subject we have before us.

Norfolk is to-day benefiting by the improvement of waterways. The Elizabeth River has been deepened, railroad terminals have been established, and Norfolk is showing wonderful prosperity. Its Mayor, Hon. J. D. Riddick, will now speak to you about Norfolk. (Applause.)

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NORFOLK AS A WATERWAYS CENTRE

Hon. James G. Riddick, Mayor of Norfolk

Mr. Chairman, Ladies and Gentlemen:

I would ask you for a few moments to let us carry our memory back. Let us look at a map of our country and in its geographical center you will find the port of Norfolk. When God in His goodness made our country it seemed that He showered upon us His wealth, every gift that we could ask to make it the port of our country. Let us return to our earlier days. It was there that the first English-speaking people started this great country of ours. It is there that much of her history has been builded from time to time. It is there that we ask you to visit in your memory and then note the position in which she stands today. It would be hard to understand the conditions unless you knew its people. Its people were descended from the cavaliers of England. It is true that they have been too well pleased with the gifts God gave them. But conditions have prevented us from taking that position to which we were entitled, by want of energy of our people. But, thank God, those days are past and they are only shadows. We are looking to a great future that we know we are bound to obtain. Look at Norfolk's advantages, with eight great railroad terminals, with twenty-six lines of ships connecting us with every port in the world, with the Panama Canal soon to be opened and then to empty into our port as a distributing point, not only for the United States, but for the whole world. These are the conditions we ask you to come and see. Our hearts are opened. We have no bars, we have no golden gates. We ask you to come and join us and add honor to the glory of our land. We are proud of Virginia. Every drop of blood in me is Southern; if it were not I would tear it out. (Applause.) I love every star in the bar, every stripe in the flag, but there is one star that is brighter than all the rest, and that is Virginia. (Applause.) I do not wish to bore you. I have tried to tell you the honest truth, and bursting the bonds of habit, have stuck to the truth. We have given you much, ladies and gentlemen. We have offered up a Washington and a Jefferson, a Monroe and a Maury, and

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we ask you to accept among our heroes Robert E. Lee (applause), and help us make the port of Norfolk what it should be. (Applause.)

CHAIRMAN BARTOL: The Mayor omitted to give us some of his statistics. A fact to which I want to call your attention is the growth Norfolk has experienced in the last few years. If the Mayor will excuse me for butting in I would say that Norfolk has practically doubled itself in the past ten years.

Situated at the head of the Chesapeake Bay is a city with which we are all familiar, one in which our first convention was held, a city interesting in many ways, one that is represented here today by its Chief Executive, the city of Baltmore. I have pleasure in presenting Hon. James H. Preston, Mayor of Baltimore. (Applause.)

BALTIMORE'S INTEREST IN WATERWAYS DEVELOPMENT, NORTH AND SOUTH

Hon. James H. Preston, Mayor of Baltimore

Ladies and Gentlemen:

Coming down on the train this morning, in conversation with a few friends, I asked the custom with regard to speeches. I was informed that I should be brief. I asked whether I should follow the custom of reading my speech or whether the custom required its being recited, or to give you a few facts that might occur from the prepared speech. The unkind answer of my friends was, "Which is the shortest?" (Laughter.) I have taken my cue from this, and hope that brevity may give it the soul of wit. (Applause.)

We, ladies and gentlemen, feel a deep interest in Virginia and in Richmond. I cannot come to your town without saying a brief word of congratulation, of felicitation upon your beautiful city, your great people. (Applause.)

I bring to you the greetings of Baltimore and its Godspeed in your mission of welding together forever the North and the South by constructing canals and deepening the natural waterways from Maine to Florida.

I bring you the congratulations of the people of our city that you are succeeding in your patriotic and enterprising mis-

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sion; that the foundations of your Association, conceived in Philadelphia in 1907 and matured out at your first Convention in Baltimore in 1908 rest upon a solid and enduring rock. (Applause.)

We congratulate you that your plans, inspired by Baltimore's hearty co-operation, have progressed satisfactorily. We rejoice with you that since we grasped your hands in Baltimore and bid you welcome that you have seen a fruition of a portion of your plans; that you have constructed a canal connecting the sounds of North Carolina with the inlet at Beaufort, North Carolina, by which small sail and steam craft can escape the terrors of Hatteras, and by which a large area of our southland is provided with transportation facilities.

For the work which you have done Baltimore congratulates you. For the work which you have mapped out Baltimore bids you Godspeed and success.

You have been guests within our gates. We gave you the keys of our gates. They are still yours. Come whenever you can. You will find welcome and good cheer awaiting you. (Applause.)

Virginia and Maryland.

Between Virginia and Maryland only the Potomac flows. So closely are we bound to the dear old Commonwealth "The Mother of States," that we know no boundary.

I am reminded of a story once related to me by your hero of peace and of war, General Fitzhugh Lee.

While he was Governor of Virginia disputes arose over the division line of the two States, and some of our oystermen trespassed on your waters. I guess some of your oystermen paid us visits contrary to law, but not contrary to our hospitality. Our Governor, the late and learned Elihu E. Jackson, telegraphed to Governor Lee: "Depredations by your oystermen must cease. They must not cross the line which separates the States." Governor Lee sent back the following characteristic reply: "No line separates Virginia and Maryland, and none can separate us." (Applause.)

That reply ended the threatened war in Tangier Sound and in the Potomac River.

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Governor Lee was right. There is no boundary between Maryland and Virginia.

I have come to Richmond upon the invitation of my friend, Congressman John Hampton Moore, whom we all in Baltimore love and honor, and whom we would like to adopt as a citizen (applause), to tell you of "Baltimore's Interest in Waterways Development North and South."

Before beginning a discussion of the subject I desire at his request, to tender to your Association General Agnus' regret at his inability to be with you on this occasion. As you are well aware he is one of the originators of the movement for the construction of a ship canal to connect the Chesapeake and Delaware Bays, a movement which your Association has taken up and which, I am confident, judging by your performances, you will ultimately accomplish.

If General Agnus were here I am sure he would add his voice and his efforts to your aims and ambitions.

I shall divide the subject assigned to me in two parts: Baltimore's Interest in Waterways Development North; and, second, Baltimore's Interest in Waterways Development South.

We in Maryland, or rather our forebears, have had our experience in canal building, and a costly experience it has proved to be. We invested over $11,000,000 in the old Chesapeake and Ohio Canal. We still have unproductive stock in the Chesapeake and Delaware Canal. That stock, with accrued interest at six per cent., was valued at $81,250 several years ago. It is now locked up in the vaults of our State Treasurer. If the original stock subscription of $50,000 and accumulated interest were returned—well, we would have a tidy sum.

We also invested a million dollars in the Susquehanna Tidewater Canal. This is and has been an idle investment for many years.

In fact, so disastrous was Maryland's experience as an investor in canals and railroads that our forefathers were led to insert a clause in the Constitution of the State prohibiting the future expenditure of public funds for internal improvements.

Our public funds were so exhausted and our credit so impaired that a secession of the Eastern Shore, which had

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not benefited by the expenditures, was threatened and indeed was narrowly averted.

A New Era.

Unfortunate, however, as has been our experience with canals, we are not discouraged or disheartened. In fact, we see the dawn of a new era for canals. We see railroads over-taxed with heavy and cumbersome freight. We can see relief only in water transportation. Indeed, hope revives in us, though it seems to be an iridescent dream, to quote a famous statesman from Kansas, that the time may yet come when the Chesapeake and Ohio Canal, which is still a going water route, will fill the ambition designed for it by George Washington, that it will be a waterway which will connect the Ohio and the Potomac Rivers.

With this great undertaking an accomplished fact, we could look for that era of lower prices so eagerly desired, for the grain and meat products of the distant West could be brought to the Seaboard at far less cost by water than by rail.

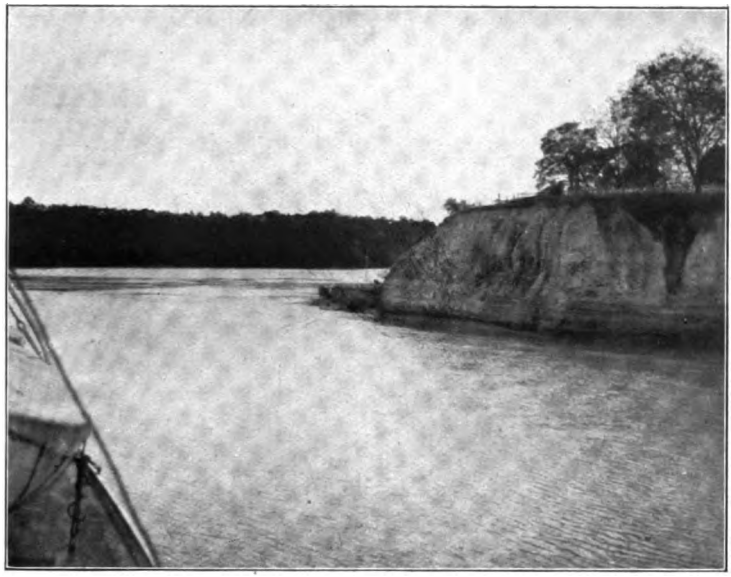
We still hope that coal from the anthracite regions of Pennsylvania will find its way down the Susquehanna Tidewater Canal to Baltimore, and that when we scan our coal bills they will not be so staggeringly high as they now are.

The Chesapeake and Delaware Canal—I will guarantee that Maryland will put its investment in that project into the hat when it is passed around and will not ask you to say: "Thank you," if you will lend your efforts and influence and induce Congress to transform that narrow and shallow waterway into a ship canal.

Let me impress upon you that Baltimore needs a ship canal.

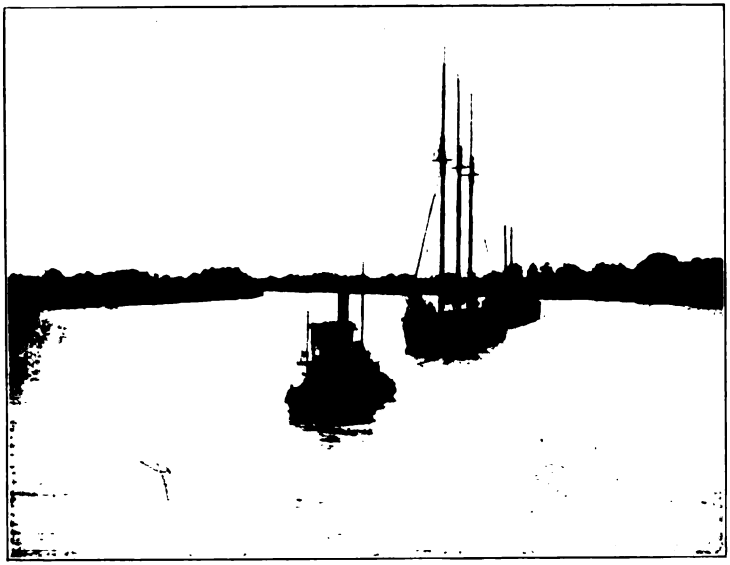
The vast West, the growing West, not only needs, but demands this canal. While our country has only five per cent. of the land area of the world it produces forty per cent. of the food products. The Seaboard cities must have food. Europe must have food. Draw the shortest line from any point in Montana or Kansas to an Atlantic Seaboard city and it terminates at Baltimore. If a ton of wheat were started at Duluth and were permitted to find its natural city for export it would

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NORTHERN END OF DUTCH GAP CANAL.

Photo by Wilfred H. Schoff



PHILADELPHIA SCHOONERS ON THE JAMES RIVER.

Photo by Wilfred H. Schoff

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go to Baltimore just as surely as a shot placed on the rim of a saucer would seek its level at the bottom. The law of transportation unfortunately for Baltimore is not as immutable as the law of gravitation.

The law of transportation can be amended and made perfect by constructing a ship canal across the Maryland and Delaware peninsula. By such a canal the farmers of the West will be the gainers by two or three cents per bushel on corn, wheat and other cereals shipped from Baltimore to European points. This profit is not problematical. It is real and is demonstrated by the long haul from Baltimore down the Chesapeake Bay and around Cape Henry. This long haul means pilots' fees. It means towage. It means wages and other expenses on shipboard for two or three unnecessary days.

To Aid New England.

Far more important to the manufacturers and other consumers of coal in Eastern Pennsylvania, in New Jersey, in New York and in the New England States, is this ship canal than it is to the Western producers and European consumers of our food products. It means the continuation of the industrial enterprises in the area which I have mentioned. It means the life of cotton factories of New England, for without cheaper coal those factories must seek sites near the fields of production of the raw products and of coal. Indeed, scores of factories have already moved to the South.

Since the decapitation of our forests, since the uncertainty of rainfall has become a serious problem and a menace alike to our farmers and water driven wheels, the price of coal in New England presses as a factor of life and death. Daniel Webster, once boasting of New England, said that that section produced no coal, no iron, no valuable minerals. Its hillsides were barren and sterile, and produced no abundant crops, but he said in his exultation, "New England produces the greatest, the most profitable and the rarest crop in abundance, 'brains.'"

I fear that the brains of New England cannot wage a successful warfare against high prices of coal and food products by which its factories are operated.

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Freight Cost of Coal.

Listen to the Boston Chamber of Commerce as it discusses in a recent report the freight cost of coal.

"An analysis of the expenditure of $100,000,000 shows that in round numbers only about $30,000,000 was paid for this coal at the mouth of the mine, while the remaining $70,000,000 was paid to the transportation companies and coal dealers for the delivery of the coal to the consumers.

"This high proportion of freight cost is due to the distance from the coal fields to New England and makes the problem one of great importance to our manufacturers. A consumer of coal in New England must bear in mind the large proportion of the total cost of fuel which the freight rate constitutes and must consider the quality of the coal the more carefully."

The coal mines of Maryland, the Northern West Virginia, which would find a cheaper outlet through a canal connecting the Chesapeake and Delaware Bays, is the best steam producing coal in the world. The United States Navy Engineers will corroborate my statement.

Imperative Needs.

Listen again to the important needs of New England for cheaper coal, cheaper raw material and cheaper food products, reductions which are possible only by the construction of the most important link in the chain of waterways along the coast. I mean the Chesapeake and Delaware Ship Canal.

The Metropolitan Improvements Commission, after an exhaustive study of the subject, submitted the following report to the Governor of Massachusetts and to the Mayor of Boston in 1909:

"The raw material for our great manufacturing industries is in the main brought from a distance. Practically no part of it is produced on our own soil. Again, an overwhelming percentage of the finished product of these industries is shipped out of New England to the ports and cities of the world. It may be truly said that in comparison with its manufacturing output, Massachusetts produces nothing but the constructive and organizing ability of its business men and the skilled labor of its artisans who, through their combined efforts, receive the raw material from a distance, make it up into the fin-

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ished product, and ship it again to far-off points. Vital to the welfare of such a community is, and always must be, the effectiveness and excellence of its transportation system."

Words of deep and penetrating wisdom are these. They are indeed portentous words. New England capital has blazed the way for civilization and progress in the West. New England capital has dug canals and built railroads in the West. It is a sad commentary on the enterprise of New England that to-day it finds itself in the grasp of one railroad system. It is aroused, however, to the portentous transportation problem upon which its life depends. A canal is being constructed across Cape Cod, thus bringing Boston and other New England cities into shorter and safer distances of the coal and cotton lands of the South. It is with great gratification that I mention incidentally the fact that one of Balimore's most progressive and enterprising citizens, Mr. Frank A. Furst, is conducting this work. It was Mr. Furst who constructed the Beaufort Inlet Canal.

We are proud of Mr. Furst. You furnish the work and we will give you the man who will do that work.

But to return to the Chesapeake and Delaware Canal and New England's interest in that project. Build a thirty-foot canal and New England will save annually millions upon millions of dollars in freight rates on her coal, cotton, rawhides, lumber and other products from the South, while we in the South on return cargoes, shall save our millions, as New England's manufactured products will be brought to us at far less rates than at present.

No Chimerical Scheme.

This ship canal across the Maryland and Delaware peninsula is no chimerical scheme. It is a practical possibility. Four years ago President Roosevelt, in conformity with a joint resolution of Congress, appointed a Commission, consisting of General Felix Agnus, of Baltimore, Chairman; Major C. A. F. Flagler, U. S. A., and Lieutenant F. T. Chambers, U. S. N., to inquire into the Chesapeake and Delaware Canal or Back River route, and the Sassafras River route, and to

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submit to Congress a report of its recommendations. The Commission gave hearings in Baltimore, Wilmington, Del., and Philadelphia, at which representative business men, financiers and others of the respective cities expressed their views.

After a long and exhausive inquiry the Committee, on January 15, 1907, submitted to Congress a lengthy and comprehensive report, in which the chief recommendation was that the Government should purchase the present Chesapeake and Delaware Canal and transform it into a ship canal.

Conclusions of Commission.

The following were the conclusions of the Commission:

1. In the appraisment of the Chesapeake and Delaware Canal the Commission believes no higher value than $2,514,289.70 should be paid.

2. The Commission believes the purchase of the present canal to be desirable and the construction over the route of a free ship canal to be justified by the demands of commerce and by military and naval considerations.

3. The Commission found the Sassafras route entirely feasible, but more costly than the Chesapeake and Delaware Canal or the Back Creek route.

4. The Commission fixed the probable cost of a canal on the Sassafras route as $23,071,864 by Blackbird Creek, or $21,143,470 by Appoquinimink Creek.

5. The Commission found the commercial advantages would be practically the same by both the Sassafras and the Chesapeake and Delaware routes.

6. The Commission said the military and naval uses of each of the two routes would be identical, except that the selection of the Sassafras route would necessitate the removal of the present defenses of the Delaware, entailing an expense of $2,150,000.

Commercial Advantages.

The Commission believed the present Chesapeake and Delaware Canal route to be better, because for a ship canal it would be cheaper, because it offers equal commercial advantages, because being defended it has an additional advantage

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in cost of $2,150,000, because it has fewer bridges and because it is developed property possessing earning capacity. The Commission's estimate for a 35-foot canal, accepting the draft of the largest ship afloat as 35 feet, was $20,621,323.70. A full-depth width of 150 feet was adopted as a minimum. This was widened to 200 feet in marshes and mud flats and to as high as 350 feet on curves, the idea being to produce a canal that would permit uninterrupted navigation in both directions. The Commission favors a tide level canal, and claims that nothing but that would be justifiable. Complete estimates were made for the maintenance of the canal and its lighting so as to permit navigation at night, and its operation, including the removal of obstruction from ice and other problems. It found a first cost for maintenance of $702,500, and the annual expenditure thereafter $149,620.

Of the commercial advantages of the ship canal the Commission said:

"The distance from Baltimore to Philadelphia by water will be shortened by 323 miles, from Baltimore to the mouth of the Delaware Bay by 184 miles.

"The history of this canal project across the Maryland and Delaware peninsula has been a constant emphasis of its advantage to commerce."

The significant fact was demonstrated by the Commission that the railroads of the Atlantic Seaboard are having great difficulty in handling freights, and that the extraordinary growth of the country's business has already taxed them to the limit of their facilities. In the Eastern States the freight congestion has become a serious embarrassment to business.

Railroads Then and Now.

The opinion was expressed that the railroads could now choose the kinds of freight they wish to carry and leave the commoner kinds to take their chances. In this the United States is passing through an experience similar to that of Europe. The rise of the railway caused the decline of the canal until recently, when the railway could not meet all of the public demands. It is recognized that the capacity of the

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railways in solving the question of good traffic is limited, and so, as never before in recent history of the railroad, attention has been turned to canals. It has been found that "by natural process of adjustment railways carry a lighter and more valuable material, which must be conveyed rapidly, where canals carry heavier and less valuable goods, which do not require the rapidity of transportation."

The Delaware and Chesapeake Bays have a shore line of 2,500 miles, with 500 tributary streams and more than 10,000 registered vessels.

An idea of the trade immediately affected can be had from the statement contained in report to the Fifty-eighth Congress, which says: "The commerce of the Delaware and Chesapeake registered and otherwise, has been estimated all the way from 50,000,000 to 90,000,000 tons annually. This is much larger than the tonnage of the entire annual foreign commerce of the United States. The Isthmian Canal Commission estimated that the Panama Canal, now building at a cost approximating $200,000,000, would have carried a tonnage in 1899 of but 4,574,852 tons."

Of the registered tonnage traffic in the recent compilation 25,873,167 were on Delaware Bay points and 24,151,932 on Chesapeake Bay points. These figures, however, do not include the undocumented and unregistered tonnage traffic, which would add nearly 100 per cent. to the total.

Considerably less than one-tenth of the traffic on the Delaware and Chesapeake Bays and their various points belong to foreign commerce. The great value of the proposed canal would be in faciliating the coastwise trade.

It is estimated that at least 2,000,000 tons of coal would go through this canal to consumers further north. Under the present conditions much of this coal has to make a detour by way of the Capes, and often the vessels must lie at Hampton Roads 10 or 12 days, and even two weeks, waiting a shift of wind, and favorable weather.

Its Strategic Value.

Of the military and naval uses of the ship canal the Commission said:

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"The canal would permit the prompt interchange of troops and munitions between the coast batteries and particularly of the submarines, scout boats and coast defense monitors that now form an important factor in seacoast defense, thus minimizing the number required for the complete defense."

Another important feature of the canal would be the obstacle presented by it as an adjunct for land defenses. These would serve as a base for troops operating to break up military occupation of the peninsula, or to check advances therefrom without re-embarkation should such occupation become effective. A geographical study of the Atlantic Coast of the United States as at present defended shows the peninsula of Maryland and Delaware as the most vulnerable and suitable place for the location of a base for land operations should our Navy be driven from the seas. This was demonstrated by history in the war of 1812.

The line of the canal properly defended would also prevent the closing of land communications to the coast forts of the Delaware in case their reduction by siege should be attempted, with the view to opening the way for naval advance on Philadelphia.

The Civil War developed the enormous value of the present canal as a means of transportation of troops, supplies and prisoners. While our railroad facilities have greatly increased since that time, it is easily conceivable that in future wars or internal disturbances the proposed ship canal would very likely prove an important adjunct to rail transportation and possibly a vital factor in campaigns, should rail transportation be interrupted by accidents, strikes or hostile raids.

Give us *a ship canal* in place of the present ditch and we can solve New England's problem of high priced coal, high priced lumber, high priced cotton and other high priced commodities which must be lowered, or she will face industrial stagnation and starvation. (Applause.)

To Aid Maryland.

I plead for the canal for Maryland's sake. The advantages of the wider and deeper canal to Baltimore are self evident, with its unexcelled harbor, and its already great shipping in-

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dustries, no one will deny that it is to the maritime trade interests which she controls that Baltimore must look for her future.

Seventeen of Maryland's counties have a frontage on the Chesapeake Bay or its tributaries. These counties are the most productive in the State, and their products are marketable all over the world. Maryland is rich in natural products of every description, the counties of the southern part of the State producing tobacco and the fruits of more distinctly southern sections.

There are in Maryland 46,000 farms, which rank among the finest in the world. These farms occupy an acreage of about 2,032,000, and the annual returns from the crops raised on these farms is estimated to be about $32,217,000, with an additional sum of $13,607,000 realized from the animals raised and sold on the farms. Better and cheaper methods of transporting these products always mean a wider demand, and the deepening of the coastal waterways will mean an increase of millions to the annual products from the farms and the addition of millions of dollars to their commercial value.

Maryland has covered almost every field of the country's industries. Millions of tons of coal are taken from the Maryland mines every year, and they have already yielded 132,000,000 tons.

The oyster industry will receive some of the greatest benefits by improved conditions in the waterways. Some years ago the State inaugurated a system of oyster culture for the protection of one of the greatest of our natural industries. With increased facilities in water transportation the advantages in the culture of oysters will be obvious. The fish found in the Chesapeake Bay alone would suffice to feed a nation. Nearly 3,000,000 shad are taken from the Bay every year, and from its waters are taken 200,000,000 pounds of fish and almost 1,000,000 bushels of crabs annually.

Southern Waterways.

Other speakers here will dwell with more eloquence and with more information than is possible for me upon the development and improvement of waterways south of Baltimore. These

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improvements and these projects must necessarily prove to be of benefit to Baltimore, and Baltimore bids you hasten the work of deeper and wider and free canals from Norfolk to Florida.

We hail the day as not far distant when the Panama Canal shall be opened to navigation to the whole world. However, let us not cease in our efforts for inter-coastal waterways, but let us hasten the work in order that when that great canal shall welcome the commerce of the world we shall have our Atlantic Inland Waterways ready as an adjunct and feeder to the greater canal. Are you aware, my friends, that the Panama Canal will bring Baltimore closer to the west coast of South America than San Francisco now is? Think of the trade possibilities of the Atlantic Seaboard cities by this canal that will connect two oceans!

Forming, as it would, a huge system of canals, with the Panama Canal as its fountain head, the proposed system of inland waterways would put Baltimore into direct touch with the great South American continent. It is a generally recognized fact that the United States must look to this continent for a great part of its food supplies in the future; particularly is this true of beef. It is no less obvious that this country will control the manufacturing shipment to South America. By the proposed canal system Baltimore would become the great distributing center between the North and the South and the influx of commerce from such a vast territory would be a boon of inestimable value to the city. In addition, Baltimore would stand in a fair way to become the greatest port for cotton and tobacco in the world, eventually developing into the mercantile and financial metropolis of the entire South.

In conclusion, let me say in behalf of the people of Baltimore that we join hands with you in your mission, and may success attend your efforts to establish the great system of inland waterways. (Applause.)

MR. BARTOL: We have with us a man who represents one of the progressive cities that will be greatly benefited by the construction of a link between the Delaware and New York

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Bay, who is talking waterways in season and out of season. But as he can tell you of the benefits that will accrue to New Jersey, I shall now present the recently elected Mayor of Trenton, Mr. Frederick W. Donnelly. (Applause.)

NEW JERSEY'S INTEREST IN WATERWAYS

Hon. Frederick W. Donnelly, Mayor of Trenton

[Owing to a misunderstanding, the stenographer failed to take notes of Mr. Donnelly's speech. He supposed that Mr. Donnelly was presenting a written paper of which he would receive a copy; whereas, Mr. Donnelly was speaking impromptu, without even notes to guide him. When the omission was discovered, it was too late to correct, for Mr. Donnelly was unable on account of a pressure of public duties to prepare a report of his remarks. The following account of his address, made from memory, without notes, a month after its delivery, is intended to supply, as far as possible, this deficiency.—EDITOR.]

Mr. Donnelly said that no words of his were needed to assure the convention of New Jersey's interest in the project of the Atlantic Deeper Waterways Association. New Jersey is known by its deeds rather than its words. The Association had its inception at a meeting in Trenton, and from that day to this has had enthusiastic support not only from Trenton and all the towns between Philadelphia and New York, but from the Legislature of the State, and from three successive Governors of the Commonwealth. No State in proportion to population has done more to promote the cause or contributed more money to the undertaking than New Jersey.

The State is now engaged in constructing a waterway at its own expense, along the coast, from Cape May to Bay Head, a distance of about 100 miles, and has appropriated $300,000 for the purpose. This waterway will be not less than six feet deep at low tide, eleven feet at mean high tide, and 100 feet wide. It will connect all the seaside resorts along the coast and will be of great value to truckers, to the hundreds of thousands of visitors to the seashore resorts and to the owners of pleasure craft, particularly motor boats.

There is a project to carry this inland waterway from Bay Head to the Shrewsbury River, and the Legislature has authorized a survey and report on that proposed extension.

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If that project should be carried out there would be a complete inland waterway from the lakes, through the Erie Canal, the Hudson River, the Shrewsbury River and the coast waterway to Cape May. And from the Capes of the Delaware, small motor boats, by a short outside passage, could get to Philadelphia, or to Baltimore and the South.

But the great project to which New Jersey is devoted is the construction of a ship canal across the State, connecting Raritan Bay with the Delaware River. We have already secured appropriations for deepening the channel between Trenton and Philadelphia, and much of that work has been done, although much more will be required to make the Delaware, from Trenton to the sea, a great ship channel.

The Legislature has passed a bill authorizing the appointment of harbor boards, empowered to buy or condemn waterfront properties and erect public wharves, etc., and under this authority Trenton has organized such a board and prepared to enlarge its port facilities. Other cities on the line of the proposed canal will follow suit. The Legislature has also authorized the appointment of a commission to buy the right of way for the proposed canal between the Raritan Bay and the Delaware River, with the intention that the State shall present the site to the United States government whenever the latter shall signify its intention to construct the canal. The commission has been appointed and has begun its work, and an appropriation of $500,000 has been made to carry out this undertaking.

The United States engineers have prepared a plan for the canal and recommended a route, and the State is ready to do its part in the construction of this great improvement. Its value can scarcely be overestimated. It will connect by a cheap and safe water route, two of the greatest manufacturing cities of the Union, which consume enormous quantities of raw material from the South, and from Europe; it will put both of these cities, as well as other sections of the country, in water communication with Trenton, one of the busiest manufacturing centers on the globe, and it will open up cheap factory sites all along the way, from New York to Phila-

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delphia, until these two cities shall be amalgamated in the greatest industrial development the world has ever seen.

Need I say more? New Jersey is with you heart and soul; not merely for the canal in which it takes a special interest, but for the waterway all along the coast, from Maine to Florida.

In conclusion Mr. Donnelly made an impassioned plea for prompt action by Congress, advocating a bond issue if necessary, similar to that made for the Panama Canal, to the end that work on the entire line may be prosecuted vigorously and the present generation be given an opportunity to enjoy some of the fruits of this great and beneficent undertaking.

MR. BARTOL: There is no doubt that the State of New Jersey has set a magnificent example, and there is no doubt the representative of New Jersey has been chiefly responsible for New Jersey's enthusiasm. It would be impossible to listen to him without becoming enthusiastic. (Applause.)

There is one State that very early in the history of this country appreciated to the fullest extent the advantages of waterways. Back in the early part of the last century a waterway was constructed connecting the waters of Lake Erie with the Hudson River. It was not very much of a canal, and in its incipiency it was a very small canal. It was, however, a waterway that has resulted in making that State the Empire State. It filled central New York with an aggregation of cities which we do not think of as particularly large cities, but which, compared with many cities in the country, are very large cities indeed. All along that canal to the Hudson River, all the way from Lake Erie to Albany, you find a succession of thriving towns. Unlike the canals built in other States, New York was wise and preserved intact the ownership of the canal. It has been steadily improved as time passed. New York has done things. While we have been talking, New York is spending over $100,000,000. We are very proud in having with us today the Chief Executive of our greatest American city, not only the first city in the United States, but the third city in the world, and which is acquiring wonderful prominence in every department: art, literature and finance.

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Its commerce goes to all parts of the world. That its prominence is due to water transportation is conceded by every one. The railroads are severely handicapped by the water. The formation of the island, its extreme narrowness and the water which presses it so closely on each side have been the real handicaps. The Chief Executive of that city, who will speak to you now, is known to all of us. As Chief Executive he was almost a martyr to duty. If it had not been for the fortunately bad aim of his assailant he would have been a martyr to the country. I take pleasure in presenting Hon. William J. Gaynor. (Cheers and applause.)

THE AMERICAN METROPOLIS, ITS WATER APPROACHES

Hon. William J. Gaynor, Mayor of New York

Mr. Chairman, Ladies and Gentlemen:

After all that has been said by preceding speakers, including the several introductory speeches of the chairman, nothing is now more evident than that there is nothing left for me to say. At last I concluded that I would speak of the Erie Canal, but the chairman in introducing me has even taken that away from me. (Laughter.) I see now how unnecessary it was for me to be here. (Laughter.) I am introduced as Mayor of the third largest municipality. Perhaps I may be permitted to say that the city of New York happens to be the largest municipality in the world instead of the third. (Applause.) I am not reckoning any Asiatic cities. The city of London has a resident population of less than 29,000 people, and the Lord Mayor, outside of his social duties, has less to do than the poundmaster of Richmond. The great aggregation of houses which the world ordinarily calls London is not one municipality and has no Mayor. It is an amalgamation of many boroughs and parishes, with many subdivisions of government under different jurisdictions instead of under one municipal entity.

I came over here with my mind burdened about the affairs of my own government—affairs hard enough to deal with without some people conspiring to make them even harder. (Laughter.) The principal thing I had on my mind when I got into the train was whether I should approve an act of the

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Legislature to give equal pay to the men and women teachers of New York; for you know that all acts of the Legislature of the State of New York relating to a city have to be approved by the Mayor. I have a notion to organize you into a convention on the question of equal pay and see how you would decide it. (Laughter.) That might relieve me of a lot of bother. Or I think I might organize the women present into such a convention, if I were certain that the women teachers of New York would be satisfied with that. It may be that they would be better satisfied to have the men decide the question. (Laughter.)

It is really unnecessary for any one to say anything about this waterways system which you advocate. You only need to take the map and look at it to see that it is a complete scheme in itself and entirely feasible. It does not need argument. Beginning at Boston and thence by a canal across Cape Cod is one way to start. Another way is from Boston to Narragansett Bay by canal. In either case you continue on, and through Long Island Sound to New York city, thence into Raritan Bay, New Jersey, and across New Jersey and Pennsylvania, mostly by inland tide waters, and thence through Hampton Roads and Chesapeake Bay, the grandest inside waters I ever saw. (Applause.) And so on, from one sound, bay and tidal river to another, with here and there a short connecting canal to be cut, until you come to the peninsula of Florida itself. And there you have a complete inside waterway along the coast from Boston to Florida. To open it up and avoid the dangers on the outside would be of the utmost advantage to commerce, to say nothing of the lighter and simpler vessels which could be used, and other things which occur to you more readily than to me. That it would pay on an investment greater than anything that has been mentioned here is obvious, and the carrying of freight will be made much cheaper that it is now, although I do not always agree that to reduce a thing to a basis of absolute cheapness is a benefit to commerce or to human kind. (Applause.) There have been many overstatements on that head by economists, it seems to me.

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I am down on your programme to say something about the port of New York. I would much prefer to leave that to the Dock Commissioner of New York Mr. Calvin Tomkins who is next to address you, and who will say something worth hearing. I wish you could see and hear all the heads of departments whom I have appointed in the city of New York. If you read the Hearst newspapers you might think they were a lot of thugs instead of, one and all, educated and accomplished gentlemen, each in his own line. (Great applause.) The great problem in the port of New York is to have facilities for the commerce which goes through there, the great commercial city of America, and very soon, I suppose, of the world. Many large docks have been built by the city in recent years. And yet we had no dock in the borough of Manhattan—I do not to say in the city of New York—long enough to receive the Olympic steamship. The problem of longer docks there is now under careful consideration. We must extend further out into the Hudson River, or else inshore, to get longer docks. The United States Government refuses to permit us to extend further out. It allowed only temporary extensions to receive the Olympic and her sister ships. Favorable points are being located along the river for the extension of docks inshore. In the borough of Brooklyn there are recently built city docks and private docks long enough to receive any vessel likely to be built in future years. We have there one of the greatest dock developments in the world. I hope you will not fail to look at it when you are in New York. They are not yet used by the great ocean passenger steamers, because they are rather remote from the hotel center. Better transit facilities will do away with that objection in time.

There is one matter you will not blame me for mentioning, and that is the railroad freight rate discrimination or differential against New York in favor of other cities. The railroads charge three cents more the hundred pounds on ocean freight to New York city than on ocean freight to Baltimore, Newport News and Norfolk, and two cents the hundred pounds more than to Philadelphia. We see neither morality nor economic reason in this. It is one of those artificial in-

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terferences with the natural course of commerce which have always worked injury and mischief instead of benefit to commerce, as was intended. The whole family of such commercial interferences were so scathed and blasted by Buckle, in his *History of Civilization*, that it is difficult to understand how any of them, or the false principle on which they all rest, survives among us today. He said—and it is timely to repeat it in view of the trend and doings of government of recent years in this country—he said that instead of leaving commerce and industry to take their natural course, they had been interfered with by laws, all intended for the good of commerce, but all inflicting serious harm upon it instead. And I need not say further to picked men of affairs like you that the decisions of the courts prescribing and enforcing similar regulations and interferences in past generations, and up to date, only resulted in like mischief. That which appeared to Chief Justice Kenyon and his associates in England in their day to be necessary and wise in regulating commerce had to be discarded by the nation as absurd afterwards. What say you? Will the statutes and court decisions of our generation which are trying to interfere with the natural course of commerce and business be seen by the next generation to have been as futile and mischievous as those of past generations? Many among us who want to go even further with such artificial interferences have no doubt of their vision. But let them not be too confident of it. As John Stuart Mill says of such matters and such people, that which appears to be the height of wisdom to one generation is often clearly seen to be the height of folly by the next.

And since I am on the subject, I desire to particularly apply these remarks to favoritism or discrimination in railroad freight rates to particular shippers. Favoritism in freight rates to cities or localities and favoritism in freight rates to particular individuals come in the same category. They are both absolutely wrong and to be condemned, and they are unlawful. (Great applause.) They are both interferences with the natural course of commerce, and, as I have said, such interferences, as long as we know them in history, resulted not

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THE NEW JERSEY DELEGATION AT RICHMOND.

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in benefit to commerce, but in injury to commerce, and, consequently, to mankind. Favoritism in freight rates to individuals during the last thirty years in this country has been the great economic crime of our day and generation. It is wholly indefensible. It was from the beginning and is contrary to law. Some think that it was recently made illegal. Not so. It was illegal from the beginning. Some say it has now stopped. Well, I wish I had learned to wink with my left eye when young, for that would express my doubts more clearly than any words I can use. (Laughter.) It has not stopped, and I shall not live to see it stopped, but it has been mitigated to some extent. The first law of the being of railroads forbids that they should exercise such discrimination, and thereby destroy some shippers in order to build up others and thereby create monopolies. The Interstate Commerce Commission has now been given the far-reaching power to fix freight rates. How this will work out has yet to be seen. It was the notion of some of us all along—but in time of clamor the moderate voice is seldom heard and still more seldom heeded—it was the notion of some of us all along that what was needed was not that government should undertake the stupendous job of fixing freight rates, but to see that every one was charged and made to pay the very same freight rate for the same service. The great thing to be done was to stop all favoritism in freight rates to shippers, and make every one pay the rate fixed by the company. (Applause.) The evil of the past has not been so much that rates were too high, but that some shippers were given favorite rates to the great wrong of their rivals. (Applause.) Our railroads are not private roads with which the railroad companies may do as they please. On the contrary, let it never be forgotten that they are created and enfranchised by government as public highways. (Great applause.) They are created and exist on this fundamental principle. On this principle they acquired their roadbeds under the government power of eminent domain—that transcendant power of government to compulsorily take private property for public highways or any other public use, but for no private use whatever. The government cannot take private property

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for private use. It has not the power. It can only take private property for public use. Being public highways, the very law of the existence of railroads requires that every one be charged by them exactly the same, neither more nor less, for the same or like service, and that no rate favoritism be given to any one. (Applause.) It was a general violation of this fundamental law of their being which grew into one of the greatest economic evils which any country ever saw. It was not excessive freight rates, but favoritism in freight rates, which caused individual failures, and the creation of what we loosely call trusts, that is to say, monopolies, all over this country. When one man or set of men in a given business can get their freight carried over these public highways at a rate lower than their rivals have to pay, they can undersell their rivals by that much in the market, namely, by a price that much lower. And in that way, if the favoritism in rate equals or approximates the wholesale profit, they can destroy their rivals and drive them out of business, and thus acquire a monopoly in themselves. (Applause.) That is how our monopolies—or trusts, as we mildly and mistakenly call them —were all created. And then, after they had existed for years —some of them for more than a full generation—came bickering and hair-splitting lawsuits by the government to dissolve them. Let us just remove the artificial cause of their creation and growth and they will disappear fast enough. (Applause.) The laws of commerce are as regular and recurring as the change of the seasons or the rising and setting of the sun. Do not let a few business men destroy their rivals by favoritism in freight rates, and rivals will come along and outrival them fast enough. Let the great genius of the people of the nation have a free and full play in business, with no freight rate favoritism on the public highways, nor any other legal or illegal favoritism to any one, and monopolies will decay and disappear. A monopoly cannot exist among a free people except by some culpable omission or commission of government or government agencies in the way of favoritism in commerce. And if we do not want trusts, namely, the combination together of the corporations engaged in a certain kind

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of business, why did we pass and why do we not repeal the statutes which enable such partnerships or combinations of corporations to be formed, namely, the statutes which enable corporations—holding companies, as we call them—to be formed to hold the stock of any number of corporations, and thus make them a business unit or monopoly? (Applause.) The courts have held in the Sugar Trust case and in the Standard Oil Trust case that corporations could not become copartners or combine in any way or by any agreement. These holding company acts were passed to frustrate these decisions and make a legal method for corporations to combine together in business. If I recollect aright, it was in the very same year that we passed our holding company act in New York State that we passed a flaming anti-trust act denouncing penalties on combinations and monopolies. How farcical that will appear to the future historian! He will have to say that our legislature was guilty of mere demagoguery, or else that we were so ignorant in economic matters that we really did not know what we were doing.

I listened with deep interest to the magnificent report of Hon. J. Hampton Moore. As soon as I heard it I knew that it should have been read first of all, with all deference to the orators who have spoken with the watch under their hands to see that they did not exceed the twenty minutes—or one hour and a half. (Laughter and applause.) The lasting impression and the lasting interest of all that has been said and done here will linger in the history of this matter around the report of your Chairman, whom I hope you are going to reëlect tomorrow. (Applause.)

At the conclusion of Mayor Gaynor's speech, the North Side Board of Trade presented him with a huge bouquet of flowers. Mayor Gaynor said:

I did not even know the North Side Board of Trade was here. But I am so unused to having bouquets thrown at me (laughter and applause), even when I do my best, that I am very much surprised to have one presented to me in this handsome way today when I have done so little compared to what others have done here. I thank you very much. (Applause.)

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MR. BARTOL: I have pleasure in introducing Hon. Calvin Tomkins, Commissioner of Docks of New York City. (Applause.)

INFLUENCE OF THE PORT OF NEW YORK ON TRANSPORTATION IN NORTH AMERICA

Hon. Calvin Tomkins, Dock Commissioner, New York City

Mr. Chairman, Ladies and Gentlemen:

The level road leading from the interior of the country to the mouth of the Hudson, together with the commercial and industrial advantages afforded by the Interstate harbor of New York and New Jersey, have made the port the greatest harbor of the world and the first city of America.

Excepting only the Canadian railroads, all transcontinental lines now have their eastern termini here. The rails of the New York Central come to the New York side of the harbor. The New Jersey railroads ferry their cars across the Hudson on floats; and railroads terminating at the coastal cities from Galveston to Philadelphia transfer here by steamship ferries. The national competitive influence of the port upon railroad rates throughout the country is of far greater significance than the artificial restrictions imposed by the Interstate Commerce Commission for commercial policing purposes. This is true in spite of the fact that one of the principal aims of these restrictions has been, and is directed against the commerce of this port. The commercial power and influence of New York will be greatly increased by ending the differential; by the completion of the Erie Canal, equipped with modern terminals; by the completion of the Panama Canal, and by the construction of the Intra-coastal Canal.

Canal transportation between New York and Boston with New England and Canada back of it, and with the Delaware and Chesapeake ports will advantageously supplement outside ocean transportation and will benefit all cities concerned. For the same reason that Chicago, Cleveland and Buffalo are mutually benefited by the waterway which links their interests and that of every inland city with New York,

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so every coastwise city is helped by railway and waterway improvements connecting its terminals with those of New York. All lines of transportation tend to focus here to connect with the regular ocean ferry service operated to all parts of the world. Conversely, New York is benefited by the increased wealth and population of Boston, Philadelphia and Baltimore just as it is by the growth of its outlying boroughs and by the growth of the New Jersey section of the port.

New York has always been cosmopolitan and can well afford to be catholic in its sympathies with other cities. His Honor, Mayor Gaynor, has directed me to place the results of our engineering experience in terminal improvements at the disposal of other cities seeking information—and many have applied.

I am here today to forward the progress of the Intra-coastal Canal in the general interest, recognizing, as I do, that if properly equipped with railroad connections, terminals and harbors, and if the lands adjacent to it are planned and reserved for the most efficient industrial development, that it may tend to draw factories and factory population away from the New York side of the port to New Jersey, Delaware, Pennsylvania and Maryland. (Applause.) The commercial advantage of this additional coastal waterway leading to the port of New York so far outweighs any industrial diversion as to make the latter consideration negligible.

New York in recent years has grown at the rate of over four per cent. per annum. Including the New Jersey district of the port, where lands are cheaper and direct rail connections for factories are better, the rate of growth more nearly approximates five per cent. Our danger is that we shall grow faster than we can organize our growth. One of the cruelest and most vulgar of popular delusions is pride in stimulating the growth of a city in advance of organization. A big city badly organized is a bad city. Not only should the physical organization of cities be provided for in advance of development, but their resources should be conserved for their citizens —and the port resources of New York should be conserved

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by the cities and States of New York and New Jersey for the people of the United States.

As the principal portal of North America, New York is charged with a peculiar responsibility for the entire country, which it must meet. If it fails to do this, the administration of the port will doubtless be assumed by the State or Federal Governments, or both. In this way the Dominion of Canada directly administers the national port of Montreal.

Until recently the spacious harbor afforded opportunities for all comers, so that the necessity for terminal organization, such as exists at the other great seaports of the world, has not been apparent. Even now marked congestion has only developed at one part of the port, namely, the west side of Manhattan. But the time has arrived when popular attention is being directed to the necessity of comprehensive port organization.

The port problem of New York is largely one of organizing the railroad terminals about the harbor so that each district shall be put to its best natural use and made available to all railroads and the several parts connected by car floats, lighters and ferries, with the expectation of ultimately joining them by freight tunnels under the harbor waters.

Physical unity of plan and administration can only be provided by the city itself. The day of individual and separate railroad and steamship development has passed. The city itself must use its power of control and its credit to organize the entire port for the railroads, the steamships, the canal and river traffic.

The enterprise of the Bush Terminal Company has provided one small, model, general terminal at South Brooklyn. We also have one badly organized general terminal on the west side of Manhattan, and, in addition, numerous ineffective, individualistic and unrelated railroad terminals scattered about the harbor waters of New York and New Jersey.

The city can and should provide the physical plan for terminal organization, but, in my judgment, the time is approaching when the Interstate Commerce Commission, the Department of Commerce and Labor and the several Public Service

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Commissions of the States must control terminal usages and rates.

The increase of commerce which will follow the completion of the Panama Canal and the Erie Canal improvements, together with the probable modification or termination of the freight differential maintained against the city of New York, will greatly stimulate its growth. The city recognizes this and is at last planning to meet its new responsibilities.

Intra-coastal Canal.

Local initiative, State and municipal, should be availed of for the construction of the Intra-coastal Canal. Too much of the burden should not be placed upon the Federal Government or the work will proceed slowly. Is it not desirable that the States through which this canal passes should provide the right of way? And is it not practicable that in acquiring this right of way additional land should be taken for terminals at the cities, for factory sites at favored points, and in addition, a marginal strip sufficient to permit of the construction of a four or eight-track public terminal railroad? It would seem to me that such a marginal railroad is a necessary adjunct to the success of the canal. Our waterway system, both canal and river, will not have attained its full efficiency until the railroads of the country pro-rate with the water routes, and the first step toward inducing them to do this is provision for physical connections along the water routes. Much of the excavation can advantageously be used to fill inexpensive, low-lying lands along the canal and make them available for industrial uses. Factory sites along the line, and particularly near the cities, if properly connected with railroads, will be situated so as to receive raw material cheaply and ship out finished products to the best advantage. I believe that the industrial opportunities to be opened up by this canal may prove to be more important than its commercial uses. In this connection I submit extracts from a report of the German Minister of Public Works, dated Berlin, February 27, 1911, showing the methods of acquiring additional land for industrial and harbor purposes along the lines of the Rhein-

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Weser Canal. I believe that if availed of, this procedure, involving excess condemnation of lands along the canal, will go far toward paying for the canal itself and will relieve the States of much of the burden of land acquisition. It will also facilitate the location and organization of harbors. It will stimulate industrial development and provide the canal with freights, and it will permit of the physical connection of the canal with all of the railway systems coming to it and so pave the way for a system of pro-rating freight between railroads and the canal. The railroads reach all the cities. The waterways reach only a few. Consequently the full efficiency and economy of the waterways will not be attained until interchange of business shall be made possible.

New Jersey, situated as it is between the two great terminal cities of New York and Philadelphia, is possibly in greater danger of vulgarization than any other State in the Union. But if its industrial activities can be mainly confined to its navigable river valleys and the canal zone, this will leave the high lands and the seashore unspoiled for residence, farming and recreation.

Finally, the zone system of railroad rate control recently promulgated by the Interstate Commerce Commission makes it peculiarly desirable that the coastal cities along the Atlantic should develop their inland transportation in such a way as to take full advantage which their location affords in reaching out for over-sea trade, both across the Atlantic and westward by way of the Panama Canal to Pacific ports. Efficient terminals at these cities and the construction of such a canal between them will be of the greatest service to all. (Applause.)

EXTRACTS FROM REPORT OF THE GERMAN MINISTER OF PUBLIC WORKS TO THE HOUSE OF REPRESENTATIVES, BERLIN, FEBRUARY 27, 1911.

"During the preparation of general studies for the Rhein-Weser Canal, it was deemed advisable for commercial considerations to extend the purchase of land at suitable localities beyond the customary limits to provide for the control of such additional lands adjacent to the canal works as would not be immediately required for the work of construction nor for the appurtenances thereto. This measure was adopted for the purpose of preventing private speculation in

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such lands from interfering or preventing the achievement of the project, and at the same time the public interests were kept in view. so that the community might participate in the increase in land values which experience shows generally follow large public works."

* * *

"The parties in parliament deemed it imperative to furnish the State with authority to proceed with the scheme of excess condemnation in its transactions, especially in view of the great importance to the general welfare of the community of the enlarged land purchases. But the Government also took into consideration the question as to the possible interference with the scheme, of the constitutionally guaranteed liberty of property rights; therefore, in the laws for waterways, the condemnation proceedings were provided for under Paragraph 16, with a number of clauses for the protection of the affected land owners. The amended condemnation law was only extended to those new waterways where, in consequence of the industrial development of the country traversed, there really does not remain any reason for private speculation in land values."

* * *

"In preparing plans. precaution was taken in the proposed land purchases to insure their adaptability for harbor and factory purposes and the possibility of connecting them extensively with the railroad tracks and highway facilities was taken into consideration. The probability of advantageous sale at a later date, after improving the property by elevating the ground by the dumping of dredged material, was at the same time recognized. At the Rhein-Herne Canal, where the conditions for the purchase of land have been successfully taken advantage of, the entire property along the zone is in the hands of the Government, or of such parties as have an immediate interest in the development of the canal traffic. There is plenty of space left for new factories or works. Existing industrial enterprises have ample opportunity to round off their property and to connect with the waterway.

MR. BARTOL: I shall now present Hon. John H. Small, of North Carolina. Mr. Small was to have spoken tomorrow, but, unfortunately, he is called away and will address you now instead. (Applause.)

TERMINAL QUESTIONS AFFECTING THE INTRA-COASTAL WATERWAY

Hon. John H. Small, M. C., of North Carolina

Mr. President, Ladies and Gentlemen:

The thought that is uppermost in my mind at this moment is not the message which I had hoped to bring, but the query

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whether for a few brief moments I might detain you in consideration of a phase of this waterway problem. If you think you can exercise a proper degree of patience, which you know is one of the qualifications of the Saints, I shall endeavor to speak to you with a promise that I shall be brief.

We have had an active, and, in many respects, efficient propaganda in the cause of waterway improvement. This renaissance has been one of the conspicuous, economic movements of the past two decades. It has in many respects been educational and we have awakened every section of our country. The Pacific Coast, the Mississippi Valley and the Gulf, the States around the Great Lakes and the Atlantic seaboard are all responding to that educational awakening and reflecting the spirit upon the part of the people; the Congress of the United States has also proven responsive. We have made certain arguments in favor of waterway development. We have argued that the railroads of the country were not prepared to move the traffic of the country which was offered to them, particularly in seasons of industrial activity. We have contended that movement by water was the cheapest method, and we have emphasized this feature in the development of our industrial activities. We have urged that the improvement of waterways always resulted in the reduction of railway rates, or, better still, in their control and regulation and stability. We have particular instances to illustrate that improved waterways increased the population and tended to develop our natural resources, and brought wealth and prosperity wherever the people improved them. So that it may be said without exaggeration that a revival has occurred not only in the States along the Atlantic seaboard, but in every part of our common country.

In 1907 there was organized in the city of Philadelphia the Atlantic Deeper Waterways Association. Initiated, as it was, for the purpose of unifying a sentiment which already existed, for the consideration of an inside route along the Atlantic seaboard, in many respects it is the most attractive waterway system which has been presented to the people of the United States throughout all her borders. It is not a mere

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project, but it is a great and comprehensive system in itself. The National Conservation Commission in their report brought forward in 1909 contained this carefully prepared statement: that in the States bordering upon the Atlantic there are 148 navigable rivers having a navigable length of 5,365 miles. These rivers, penetrating the interior from Maine to Florida, are today as they have always been in the past, merely segregated units of transportation of differing physical characteristics and having no safe connection one with the other.

This intra-coastal waterway proposes to make them one connected system, so that every port at the mouths of those rivers and upon the Atlantic, and every one of the hundreds of towns and cities upon these navigable rivers, may have direct connection with every other town and port upon the whole 148 navigable streams. It is a thought worthy of consideration and which is calculated to incite the imagination of every American citizen who gives serious study to the economic and industrial growth of this great republic. The Atlantic Deeper Waterways Association, having the perfection of the great system as its primary purpose, is entitled not only to the support of every citizen dwelling in these seaboard States, but it commends itself to every citizen in the whole forty-eight States of our great Union.

But this is the thought to which I wish to direct your attention for a few minutes. The whole purpose of this waterway Association, the whole purpose of the different movements throughout our country, are primarily the improvement of our waterways and the extension of our waterway system, but waterways without traffic do not answer their entire purpose. It is true that improved waterways invariably make for the reduction in railroad rates, but that reason alone will not justify appropriations by the Congress of the United States for their improvement. We must establish upon every improved waterway water carriers; we must make them traffic bearing; we must make them, if you please, a part of the great transportation system of our country. (Applause.)

Ladies and gentlemen, that question has been so intelligently

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answered by the address of Mr. Fred. W. Donnelly, the efficient Mayor of Trenton, N. J., and by Mr. Calvin Tomkins, the Dock Commissioner of the city of New York, that it needs no further emphasis or illustration at my hand. I may be permitted to say that I received from the Chief of Engineers, United States Army, the other day a pamphlet prepared under the supervision of Mr. Tomkins, the Dock Commissioner, describing the docks and terminals of Europe with such intelligence and wise comments that it commended itself to this eminent Engineer, and will also commend itself to the attention of every other intelligent citizen.

But let me point out to you, if your patience does not forbid, at least four indispensable factors in building up this system of transportation upon our waterways. First, we must have water terminals, and there must be a coördination in the use of these facilities between the railroads and the waterways. Second, there must be a prorating of traffic rates between waterways and the railroads, such as the railroads use among themselves. Third, there must be an end of the institution of such low rates by railroads between competitive points on the waterways as are calculated to destroy weak water lines and which in many instances have resulted in their destruction. (Applause.) Fourth, there must be in the future, between the waterways and the railroads, coöperation and not competition.

May I detain you, just briefly, to amplify these four propositions with the promise that you shall not be detained at length? Regarding water terminals: These waterways must have terminals, because the control of port terminals is the key to the securing of traffic for the waterways. Unless there are terminal facilities at which water carriers may discharge their freight and may receive their freight, then they cannot possibly secure the traffic to which they are legitimately entitled. Let me illustrate. A water terminal should have these qualifications: There should be sufficient area. There should be a commodious warehouse attached to it. There should be satisfactory mechanical appliances for transfer of freight from the vessel to the warehouse and between the vessel and the

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railroad car. There should, in addition, be trackage connection between the water terminal and the several railroad lines with which the water carriers interchange their freight, and lastly, the water terminal should be constructed and owned and controlled by the municipalities or by some of the public agencies of the State. Until water terminals satisfying these conditions have been provided at every port, at every town and at every landing upon developed waterways, it cannot be expected that water transportation will be established and that these waterways will be utilized to the fullest extent of which they are capable.

May I direct your attention for a moment to this important matter of prorating, which was so intelligently illustrated by Mr. Tomkins? One of the characteristic developments in our American system of railroads is long-distance traffic. Let me illustrate in another way. From New York to Richmond are two lines of railroads. The Pennsylvania Railroad extends from New York to Washington, while another line of railroads extends from Washington to Richmond. These two roads will make a joint traffic rate which is lower than the sum of the two local rates as between the two terminals. This is known as prorating. The jobber or manufacturer in Richmond and Baltimore today making a shipment to San Francisco delivers his freight to one of the railroad lines and receives a through bill of lading upon a carriage contract made between the several lines of connecting railroads and at a rate of freight which is very much less than the sum of the local rates which would be charged by the several railroads upon which it is carried. This long-distance traffic, based upon prorating, has been one of the main factors in the development of this great American system of railway transportation. Railroads have almost uniformly declined to prorate in like manner with the waterways. I put this query to you: Is there any reason, good reason, why railroads should prorate with one another and refuse to prorate with water carriers? That is a query that is entitled to our most serious consideration.

Just a brief word about the other proposition, of the de-

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struction of weak water lines. Many instances have been cited to show the destruction of weak water lines in the Middle West where the railroads made such low rates between water competitive points that the water carriers could not for the time being compete, thereby destroying the weak water lines, and, when they were destroyed, recouping by again putting up the rates and in the meantime raising the rates to interior points. According to my information this has not prevailed to any general extent among the Eastern States. The railroads in the East have adopted the more humane plan of either buying or securing control of the competitive water lines, and I submit to the judgment of the American people which course is less injurious to the public and the shipper—the destruction of the water line or the ownership of the water line by its competitor, which in itself destroys competition.

Just one moment more upon the last proposition. I submit it to you with some confidence. In any wise discussion of waterway transportation you cannot separate waterways from railroads. There must be coöperation between them. There must be a coördination between them. Why, gentlemen, this great railroad system of transportation of which we boast, and rightfully so, has been built up by the cessation of relentless competition, by prorating upon a fair basis, one railroad with the other, by the constant and continual enlargement of railway terminals and by the maintenance of rates under sound public regulation. We can only make waterways an arm of this great system of transportation by applying to them the same treatment, and either by voluntary act or under the constraint of the law make the railroads apply to the waterways the same rules which they apply one to the other. (Applause.)

I concede, if you please, that to some these propositions may seem revolutionary. On the contrary, they constitute in themselves the very essence of a wise solution of this great problem. The instrumentalities of transportation of all kinds, both upon the highway, upon the railroad and upon the waterway were created by the people through the agencies of gov-

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ernment for the benefit of the people. It will be strange, indeed, when the creatures of government shall not remain subordinate to the well-being of the creator. (Applause.)

These simply are problems for our consideration and our solution. It is time we were considering them. It is time we were asking the American people who go to Congress and ask for an appropriation for the improvement of waterways, are you doing your share, and will you give satisfactory guarantee that you will provide terminals for the utilization of these waterways, and if that guarantee is not forthcoming to withhold the appropriation? The time is coming when appropriations by Congress for the improvement of waterways will be predicated upon the establishment of terminals by the municipalities or other local instrumentalities. And it will be in the interest of waterway development when they do come.

So in conclusion, ladies and gentlemen, I wish to thank you kindly for your gracious attention, and may I submit this sentiment? That the development of waterways requires the establishment of terminals and the coördination and coöperation of waterways and railroads; together they will be invincible; together they will enable us to build up the greatest system of transportation in the world, outrivaling that of any country in the Continent of Europe; together they will become the handmaids of commerce and of industry. (Applause.)

COMMITTEE APPOINTMENTS.

The Secretary read reports from the several State delegations showing the appointment of the following committees:

COMMITTEE ON WAYS AND MEANS.

(Wednesday Afternoon.)

AT LARGE:
Hon. Fred. W. Donnelly, New Jersey, *Chairman.*
Charles W. Young, Pennsylvania.
Oliver Gildersleeve, Connecticut.
William T. Budd, Delaware.
James B. Blades, North Carolina.
Vermont, ————.
Massachusetts, Chas. H. Tenney.
Rhode Island, Joseph Hunt.
Connecticut, Frank H. Chappell.
New York, Wm. W. Loomis.
New Jersey, Charles A. McCormick.
Pennsylvania, Theodore Justice.
Delaware, O. Curtis Purdy.
Maryland, Hon. J. Charles Linthicum.
Virginia, W. E. Cottrell.
North Carolina, C. H. Robinson.
South Carolina, H. B. Springs.

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COMMITTEE ON RESOLUTIONS.

(Wednesday Afternoon.)

AT LARGE:
John H. Small,
North Carolina, *Chairman.*
Chas. Heber Clark,
Pennsylvania.
Anthony Higgins, Delaware.
Jos. A. Goulden, New York.
E. W. Douglas, New York.
Vermont, Robert McCuen.
Massachusetts, E. H. Naylor.
Rhode Island, J. J. Beard.
Connecticut, E. E. Durant.
New York, James L. Wells.
Pennsylvania, George E. Bartol.
New Jersey, Sam'l E. Perry.
Delaware, Hon. Charles R. Miller.
Maryland, Frank N. Hoen.
Virginia, Harvey M. Dickson.
North Carolina, C. S. Vann.
S. Carolina, Jos. Schenk.

COMMITTEE ON TIME AND PLACE.

(Wednesday Afternoon.)

AT LARGE:
Hon. Frank Fessenden Crane,
Massachusetts. *Chairman.*
Bryan F. Mahan, Connecticut.
C. F. Burns, New York.
W. A. Boykin, Maryland.
M. A. Dumay, North Carolina.
Vermont, Frank E. Howe.
Massachusetts, C. P. Chase.
Rhode Island, Franklin N. Blake.
Connecticut, Edward H. Warner.
New York, J. Homer Hildreth.
New Jersey, Horace G. Reeder.
Pennsylvania, Wilfred H. Schoff.
Delaware, Howell S. England.
Maryland, Wm. D. Gill.
Virginia, James A. Mancure.
North Carolina, W. L. Arendell.
South Carolina, Jos. Schenck.

The convention then took a recess until 7.30 P. M.

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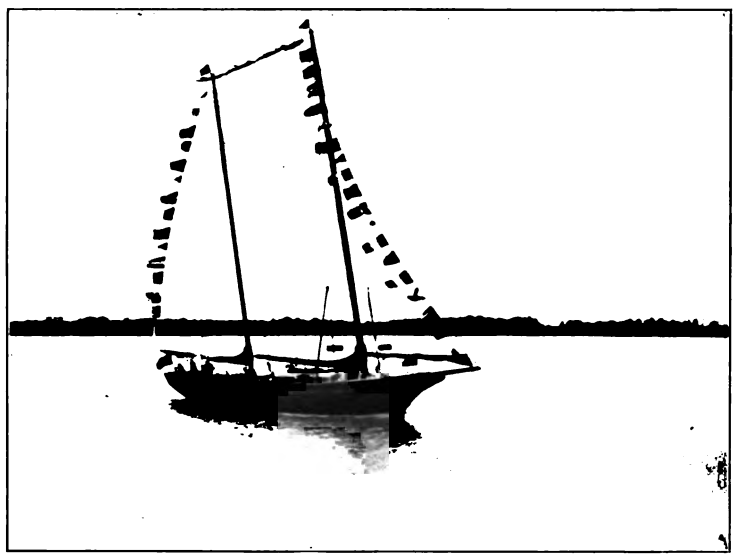


Photo by Wilfred H. Schoff.

MR. BARTOL'S YACHT BONHEUR.

Mr. George E. Bartol, of Philadelphia, traveled to Richmond on his yacht, and this was how the Bonheur looked as we passed her on the James River.

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FIRST DAY—EVENING SESSION.

THE AUDITORIUM, HOTEL JEFFERSON,

RICHMOND, VA., October 18, 1911.

The convention reassembled at 7:30 p. m., Hon. J. C. Linthicum, presiding officer.

PRESIDENT MOORE: I shall present to you the chairman of the evening session, one of my distinguished colleagues in the lower House of Congress. He has not been with us very long, but he has been with us long enough to have his personality, his ability and his strength as a statesman, firmly impressed upon us all. That he has atached himself speedily to the great waterways movement is not only a matter for congratulation upon our part, but it is a matter of good business, since it adds one more advocate to our number. (Applause.) I have the honor to present to you the presiding officer of the evening, the Hon. J. Charles Linthicum, Member of Congress from Maryland. (Applause.)

HON. J. C. LINTHICUM, OF MARYLAND, CHAIRMAN.

Mr. President:

It is my pleasant duty this evening to preside at this session, and as presiding officer I do not feel called upon to make any extended remarks, but rather to leave that part of the program to those whom I am to introduce. It is indeed a great pleasure to meet the members of this Association in historic Richmond, and to witness the effectiveness with which you are urging the development of our waterways. I come to you in rather a two-fold capacity: first, as your invited guest—to enjoy the meetings of the Association and the generosity and friendly feeling of our Virginia neighbors; and then as a delegate representing His Excellency, Austin L. Crothers, Governor of

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Maryland, and to bear to you his greetings and his best wishes for the success of your Association and its wonderful undertaking. Maryland under her present Governor has made wonderful strides, and we all feel proud of him and of the great progress our State has made under his administration.

I must ask your indulgence for a few minutes while I tell you of Maryland's increasing interest in your work.

Only within recent years have I enlarged the scope of my views on the subject of better waterways. Hitherto my knowledge of, and interest in, the same was confined more particularly to the subject as it directly pertained to my native state. Fortunately, other sons of Maryland embraced this movement in its inception and thereby sustained our commonwealth's well-earned and historic reputation for liberally contributing of its brain and brawn toward every step making for our national well-being. (Applause.) I mention this fact because I desire to pay tribute to and acknowledge the gratitude which Maryland owes these gentlemen for becoming the pioneers of a movement which promises so much of future good. (Applause.)

No Member of Congress interested in the proper administration of our national government can remain indifferent after reflection upon the subject, to the importance of the development of our waterways. The need is brought strikingly home to the citizens of every seaboard city whose docks receive ocean-going vessels, and in the district which I represent in Congress, wherein reside the owners of the principal part of the commercial and industrial section of Baltimore City, this subject is one of vital interest.

Baltimore should be particularly interested in better waterways, for it was this very subject that led to the building of our city. The expanding commerce and increasing population of our province made felt the need of a port near the head of the Chesapeake Bay. A site was chosen on the north side of the Patapsco River, fourteen miles from the waters of the bay, where was a place offering easy access and safe harbor to vessels of large size. On July 14, 1729, a petition was presented to the Provincial Assembly of Maryland praying for

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the erection of a town at this point and three weeks later a bill to this effect was passed. Soon the solitudes were awakened by the ring of the woodman's axe, as the first residents of the new community cleared field and forest about the dwelling of John Flemming, whose home was at that time the only house in the limits of the present city. Thus Baltimore came into being. The little village which then humbly began its existence on the banks of the Patapsco, never dreamed that some day vessels plying the waters of the beautiful Chesapeake would bear her name and products to every corner of the earth.

Even before then Maryland was interested in the traffic of the waterways, for prior to that time Annapolis was the haven of vessels plying the Atlantic, and Winston Churchill has embalmed in fiction a fascinating account of that little city's commercial activities that is a most interesting and truthful picture of the early days of our commonwealth.

Time rolled on and Balimore, by reason of her strategic location, became the largest city of the State and one of the principal ports of the Atlantic coast. (Applause.) Her square-rigged messengers of commerce became world-famous (applause) and the history of the "Baltimore Clipper" fills a romantic and picturesque chapter in the annals of America's merchant marine that will never be forgotten. (Applause.)

Baltimore is a commercial city. Every step taken that facilitates commerce helps her just that much. We are continually invading our sister states on the north, south and west, and crossing to Europe to herald the excellence and merit of our wares. (Applause.) Associations and organizations of merchants and manufacturers, ably directed by experienced men, are ever alert for new industries, offering them substantial inducements to locate in our midst. (Applause.) Our shipyards are ever at work building leviathans of the deep to carry our goods to every corner of the globe and return freighted with the treasures of foreign lands. (Applause.) Only a few weeks ago announcement was made in the public press of the formation, by a group of Baltimore men, of a great ocean-carrying company with many millions of dollars

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capital to further our commerce and carry our mails from ocean to ocean. (Applause.)

Baltimore is the largest manufacturing center in the United States for ready-made clothing, shirts, fertilizers, straw goods, cotton duck and fruit canning and oyster packing. And it will probably surprise you when I tell you that in the export of copper she is second only to New York; that her export of leaf tobacco exceeds that of both Philadelphia and Boston; that her shipments of wheat flour are exceeded only by New York and Philadelphia, and that in the shipment of corn she leads all ports on the Atlantic coast, her exports during the fiscal year ending June 30, 1910 being almost equal to the total shipments of that product from the ports of New York, Philadelphia and Boston. (Applause.)

Maryland is not only a believer in the theories of your Association, but a practical exponent of them as well. In this we take pride, for it shows that we have not asked the general government to spend its money where we have not been willing to spend our own, and Baltimore, the metropolis, is still building great docks and piers to accommodate her fast increasing business and trade. (Applause.)

We are asking the present Congress for a small but important improvement to the port of Baltimore, in the widening of York Spit Channel and at the proper time we hope to demonstrate the justice of our request. Colonel Casey, the United States engineer in charge of our district, is said to have recommended this improvement in his last annual report to the Secretary of War, and I promptly seconded his motion by introducing a bill to that end during the extra session of the Sixty-second Congress.

It has been conclusively shown that the improvement of our waterways is an economic necessity; that money invested in such projects is well invested; that by reducing the cost of transportation between the place where an article is produced and the point at which it is marketed, the price of that article is lowered to the consumer. The development of our waterways will accomplish this, and surely no ear is so deaf that it has not heard the cry of the American people for commercial

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economy; for a reduction in the cost of living. (Applause.) Why, then, should we hesitate in giving relief, when assistance so logical is available?

Commerce follows the line of least resistance. Trade usually flourishes where opportunities for trade are best offered. England discovered this nearly one hundred years ago. An investigation made about 1825 disclosed that "in proportion to the increased facilities afforded to trade by canals in England, was the increase of trade itself, until even this means of communication was actually found insufficient for the transportation required." Were this not true today we should have never dared to expend the vast sum we have in the building of the Panama Canal.

The question is, shall we typify in our national life the parable of the unfaithful servant and the talents? Given a country beautifully laden with almost everything required to administer to the wants of man, shall we wantonly dissipate this vast estate by neglecting those resources placed at our disposal, or shall we so develop this gift with all the abilities at our command that posterity shall gaze with pride and wonder upon our achievements, and record its appreciation in the enduring memory of a grateful people? (Applause.)

It is hardly worth while to extend these remarks further. I want to say to you people of Virginia that we must stand shoulder to shoulder and work and work under the leadership of your President, Mr. Moore. (Applause.) We can accomplish great work by concerted action, but we cannot expect to accomplish what we want if we are going to stand idly by and see that one man working single-handed and alone. I tell you, in winding up, I know of no better illustration of the reason why the West has gotten what it wanted and why we have not gotten what we wanted, than because they have acted jointly, as we are going to do now for this inland waterway. (Applause.) We are going out for it and get it now, as may be illustrated in the story which I once heard of an old darkey who wanted a turkey for his Sunday dinner, and he thought he would ask the Lord to send him a turkey, and so on Thursday night he went out and prayed to the Lord to send him a turkey for his

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Sunday dinner. There was no turkey on Friday, and he knelt down on Friday night and prayed to the Lord to send him a turkey for his Sunday dinner, and Saturday morning there was no turkey there. He knelt down on Saturday night and he prayed to the Lord to send him to a turkey; and behold, Sunday morning one of the finest of their tribe hung on his door post. (Laughter and applause.)

I now take pleasure in presenting Mr. Wilfred H. Schoff, secretary of the Commercial Museum of Philadelphia, who will have an address, illustrated with lantern slides, the subject being "The Coastal Project, With Observations on Old-time American Canals and Influence of Railroads Thereon." (Applause.)

ILLUSTRATED TALK BY WILFRED H. SCHOFF.

Mr. Schoff s address was illustrated by about 100 colored views, showing present facilities for water transportation along the Atlantic seaboard and points tributary. He said:

The canal system of this country was chiefly constructed in the early years of the nineteenth century, before the locomotive engine was perfected, and when the only possible comparison of traffic by land and water was as between the mule-towed barge of about 150 tons capacity, and the mule-towed carriage, running on strap rails, a pair of which might hardly carry fifteen tons, or one-tenth the canal-boat capacity for approximately the same expenditure of animal power. It was natural therefore, that the faith of the people should have been extended to the canal and that railroads should have been looked upon as an impracticable dream.

The one conspicuous success of this early canal construction was the Erie Canal, built by the State of New York, over a space which nature had made feasible, and which made New York City the chief center of population in the United States, and hastened the settlement of the western wilderness by at least three decades.

The other canal enterprises of that period were, for the most part, costly and dismal failures, because projected over

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mountain-tops, and in many other ways through territory where water traffic could never have been made feasible. Hundreds of millions of dollars were poured into such construction. By a route involving about a dozen changes of passengers and breakings of freight bulk, traffic was handled, for instance, between Philadelphia and Pittsburg. A crude railroad over the level country—at first entirely by animal power, and later, after locomotives had been introduced against popular protest, still reserved to animal power for private conveyances during the afternoon and evening of every day—took the merchandise to the Susquehanna River, along which a canal led up the valley, crossing the river twice by viaducts, and reaching the foot of the Allegheny Mountains. Here a series of inclined planes, operated by stationary engines and hempen ropes, hauled passengers and goods over a 2000-foot elevation to the western watershed, whence in turn a canal led to Pittsburgh. This "Allegheny Portage" was hailed as an engineering marvel, a monument to its designer. That the hempen ropes would wear out and the oak rails decay did not seem to enter the minds of those enthusiasts; but the logic of facts was against them, for such makeshift traffic never competed with the easy grades of the Erie route, and New York continued to grow at the expense of the other coastwise cities. Similar failures were engineered for the supposed benefit of Baltimore, Washington and Richmond. And none of these came up to the demands of the popular fancy, which was voiced in a canal convention held at Harrisburg in 1825. This convention demanded the immediate connection of the Delaware, Susquehanna, Ohio, Potomac, Hudson and Great Lakes. Intervening mountains were lightly brushed aside at this convention. The canals were to be carried under them by tunnels. The commission reported that "Tunnels are now so common that the necessity of them is no greater obstacle than the increase of expense." One is reminded of the glowing and prophetic optimism of certain modern canal conventions in another part of our country, which clamor for fourteen feet of water in a river which forbids the maintenance of anything like such depth, which produces no traffic calling

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for craft of such depth, and which produces traffic of any sort for but a few weeks in every year.

For a whole generation the west-bound canals struggled against the impossible. Railroads were chartered and bitterly fought by the canal boards, taxed and hampered, until there is little wonder that the tradition of the railroad man is against the water route. But the railroads have won their place, and there is now no need to specify the indispensable service they render in the growth and prosperity of the country.

There is left, however, the fact that where water can be used under natural conditions, the cost of moving freight over it is still immeasurably less than that of land carriage; and that the connection of our thousands of miles of coastal sounds and rivers, separated by no portions of land presenting engineering difficulties, is one of the most important projects affecting the comfort and prosperity of the thickly settled industrial region which now borders our seaboard.

The railroads are limited in their capacity, their natural service is in the transportation of goods able to stand the cost of land carriage, and far-seeing men already look forward to the time when they themselves will prefer such traffic. Mr. Carnegie points to the exhaustion of our iron supply as another urgent reason for lessening the demand on iron by substituting water carriage, when possible, for railways. "Railways, with their tracks, and rolling stock, call for much more iron than water craft, for transporting the same amount of freight. * * * Mineral deposits are fixed in quantity. If used up no more can be produced. * * * We must depend on economy, and on the invention of new applications and combinations."

Mr. McCrea, in replying recently to the inquiries of a New Jersey senatorial committee investigating the old Delaware and Raritan Canal, ascribed its loss of traffic to the fact "that it cannot compete with the railroads in the facilities of faster and more adjustable transportation, and with the slower forms of transportation it cannot compete with the ocean."

Here are two thoughts which lead directly toward the end

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for which the Atlantic Deeper Waterways Association is striving—the connection of bodies of deep water along our industrial seaboard by short, modern, deep canals. For nothing is surer than that under modern conditions water transportation proves itself more rapid than rail transportation, owing to the vexatious delays in freight terminals caused in large part by a congestion in low-class merchandise which yields the railroads no attractive profit and which ought normally to move by water. * * * And the second thought is, that under conditions of inland coastal traffic, such as we advocate, the ocean could not compete with the canal, because its mournful toll of wrecks and damage would be eliminated. Our schooner fleet is passing away more rapidly than we realize; every winter cuts it down and capital does not venture to replace the loss. Barges for ocean hauling, admittedly more profitable now that 150 tons is the limit of capacity on the canal and 3,000 on the ocean, nevertheless, suffer in the winter storms just like the sailing fleet. Coal will not be sent to ballast the bottom of the ocean one year after provision is made for towing it by barges of adequate size over inland waters to the same destination.

The Atlantic coastal project is no dream for carrying six feet of water through mountain tunnels, such as that which deceived our grandfathers; it is no dream for maintaining fourteen feet in a turbulent river, for no traffic offering and for no purpose but gratifying local pride, such as now deceives certain of our western brethren. It is an easy and feasible project to dig out a few miles of soft earth in such a way as to connect existing bodies of hundreds of miles of deep water which are lined with industrial cities crying for cheaper methods of transporting raw materials, heavy products and food supply. And it calls for no more expenditure than an amount equivalent to the actual loss suffered by two decades of effort to navigate our stormy coast in craft which are helpless to combat the angry ocean.

No more worthy project is before the country today. May the call of this Association find receptive ears in our National Congress!

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HON. FREDERICK FORD.

Following Mr. Schoff's talk, Hon. Frederick Ford, former City Engineer of Hartford, Conn., delivered an address, illustrated with lantern slides, on "Docks and Waterway Facilities in Foreign Countries."

CHAIRMAN LINTHICUM: I desire now to present Mr. T. M. Carrington, of Richmond, who has a word to say.

MR. T. M. CARRINGTON.

The business of the first day being closed, you ladies and gentlemen are the guests from now to midnight of the city and the Richmond Chamber of Commerce, and you are expected to take everything that is meted out to you without protest. (Applause.)

I am now going to present to you a gentleman for your edification and entertainment, whom it is my proud pleasure to call my friend—a gentleman whose early years were spent at a time in the history of Virginia when conditions of life from some points of view caused her people to reach the high-water mark of influence and standards of high moral conception—an age in which the searing iron of desire for great wealth had not touched the hearts of her citizens; and to be loyal, helpful and true were the attributes that demanded love, esteem and respect; an age when womanhood, untouched by the excesses demanded by modern social conditions, reached the zenith of a "being divine." (Applause.) Her chiefest treasures, her husband and children; their welfare and love, the ocean to the river of her every thought, and no sacrifice too great, if made for their sake.

In the impressionable age of youth his heart received and his brain retained the influence of those times; and though four years as a Confederate soldier came to disturb the happiness of those days, they serve rather to brighten than to dim the lustre of their memories. He has retained in every fibre of his being the influence of these times, and brings to us the tender grace of a day that is dead, the memory of which should ever be as a benediction in our lives; whether in the

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distant North doing nobly his part in effacing the prejudices of sectionalism, or in the West bringing to minds the life of their forefathers, or in the Southland recounting its history and its legends. Virginia is ever proud that she can claim for a citizen the gentleman I now present to you, Mr. Polk Miller. (Applause.)

Mr. Polk Miller and his darkey quartet took the stage and kept the packed auditorium in good humor until late in the evening, when the floor was cleared for dancing.

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SECOND DAY—MORNING SESSION.

THE AUDITORIUM, HOTEL JEFFERSON,

RICHMOND, VA., October 19, 1911.

The convention reassembled at 10 A. M., Hon. William H. Heald, of New Jersey, Presiding Officer.

PRESIDENT MOORE: The hall is rapidly filling up, and while the delegates are coming in I deem it proper to present to you, informally, Mr. David F. Sherwood, of Providence, R. I. He is here as the representative of the Mayor of Providence and of Governor Pothier, of Rhode Island. (Applause.) He bears a word of greeting from the Mayor. (Applause.)

MR. DAVID F. SHERWOOD, OF PROVIDENCE, R. I.

Mr. President, and Ladies and Gentlemen of this Convention:

I wish, first, to convey to you the extreme disappointment of Mayor Fletcher, of Providence, that because of most important business connected with his office he found it impossible to attend this convention. He is deeply interested in the intra-coastal waterway and regrets that he cannot assist in the work by his presence. He has sent me here to represent him and the city of Providence, an honor I am proud of. (Applause.) Mr. President, I have the honor and pleasure of bringing you the greetings of the Mayor and wish you success. (Applause.)

Rhode Island is keenly alive to the importance of inland waterways. At the last session of the General Assembly, Senator Sanborn, of Newport, who has been an advocate of the inland waterway movement from the very beginning, introduced and had passed a resolution authorizing the Governor to appoint a committee to consider and report upon a plan by which the State can best aid the government in this great work. (Applause.) The Governor appointed as members

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of that commission the Mayors of two of the largest cities in the State, Mayor Fletcher, of Providence, and Mayor Easterbrook of Pawtucket; the remaining members of the commission are Senator John P. Sanborn, of Newport; George H. Holmes, President of the New England Jewelers' and Silversmiths' Association, of Providence, and George H. Webb, of Providence. This commission, by the terms of the resolution, is to investigate and report upon the manner in which the State of Rhode Island can best assist the general government in this great work. (Applause.) The commission sent letters to all the large shippers and handlers of freight in the State, asking their opinion in regard to the inland waterway on the Rhode Island coast from Watch Hill to Narragansett Bay, a distance of thirty-one and one-quarter miles, cutting out Point Judith, which has been one of the worst graveyards for vessels and the destroyer of so many human lives. When the government engineers report, and the report undoubtedly will be favorable, the commission will probably recommend to the next General Assembly that the State be asked to purchase the right of way along this route and present it to the Federal Government. (Applause.)

Mr. President, I want to congratulate you on the splendid work you have done and results accomplished thus far, and I believe you can look for Rhode Island to join hands with her sister States in this great movement. (Applause.)

I have already overrun the time you have given me. I thank you for the courtesy extended me as the representative of the last convention city. (Applause.)

MR. DOUGLAS, OF TROY.

Mr. Douglas, of Troy, N. Y., was then introduced by President Moore. Mr. Douglas spoke informally. (The Chair and Mr. Douglas engaged in good-natured raillery, to the delight of the delegates, who were slow in coming in.) "We shall have to curtail our evening entertainments or postpone our morning business sessions," said the President, jocularly.

PRESIDENT MOORE: You may have noticed yesterday that

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there were two omissions from the set programme; neither the Mayor of Philadelphia nor the Mayor of Boston could be here at the appointed time. The Mayor of Boston had intended to come, but this letter was received instead, and it should now be made a matter of record:

FROM MAYOR FITZGERALD, OF BOSTON.

CITY OF BOSTON,

OFFICE OF THE MAYOR.

October 10, 1911.

Mr. J. Hampton Moore,
Atlantic Deeper Waterways Association,
The Crozer Building,
Philadelphia, Pa.

DEAR SIR:—In reply to your letter of October 5th, addressed to His Honor, Mayor Fitzgerald, and inviting him to take part in the opening session of the convention of the Atlantic Deeper Waterways Association, in Richmond, Va., October 18th, 1911, I am directed to say that His Honor will be unable to attend this session on account of his many engagements in Boston. He desires me to assure you that he still maintains an unabated interest in the cause which you represent and will be happy to do anything in his power to advance it either by personal advocacy or in his representative capacity as Mayor of the city.

Yours very truly,

WILLIAM A. LEAHY.
Secretary.

PRESIDENT MOORE: The Mayor of Philadelphia was also unavoidably detained. He had arranged to be here and was greatly concerned that he could not come. He is a devoted advocate of inland waterways. (Applause.) He has traversed most of them, being something of a yachtsman himself. He knows the needs of this section of the country, and it was his desire to be here and speak in person, but conditions over which he had no control detained him in the city, and as a result we have this telegram:

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FROM MAYOR REYBURN OF PHILADELPHIA.

PHILADELPHIA, PA., October 17, '11.

Hon. J. Hampton Moore,
Hotel Jefferson,
Richmond, Va.

I regret that public business will prevent my taking part to-morrow in the proceedings of the Inland Waterways Convention. I have discussed with Mr. E. J. Cattell the subject of my address, and would suggest that you substitute him in my part of your program. It is needless for me to add that I wish the convention a full measure of success.

JOHN E. REYBURN,
Mayor.

PRESIDENT MOORE: Mr. Cattell is here. He has been side by side with us in this movement. He is a capable speaker and a little later on he will take his place on the programme so that Philadelphia will be officially represented.

Here is a letter from a former Governor of Virginia, one of our best friends. He is now a United States Senator from this State. (Applause.)

FROM UNITED STATES SENATOR SWANSON.

UNITED STATES SENATE,

WASHINGTON, D. C.

CHATHAM, VA., October 9, 1911.

Hon. J. Hampton Moore,
The Crozer Building,
Philadelphia, Pa.

MY DEAR MR. MOORE:—I am just in receipt of your letter of the 6th instant, conveying me an invitation to be present at the Atlantic Deeper Waterways Association convention, to be held at Richmond, October 18th, and to deliver an address upon that occasion.

I regret exceedingly that it will be impossible for me to accept the invitation and be present. I have an engagement to speak on the above date, which will preclude me. But for this I would be glad to

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attend. I am deeply interested in this matter, and during my term in the Senate shall exert myself to the utmost to have this splendid improvement undertaken by the Federal Government. You can command me fully and freely in this matter.

With kindest regards and best wishes, I am,

Yours very truly,
(Signed) CLAUDE A. SWANSON.

(Applause.)

PRESIDENT MOORE: Here is a man who gave us encouragement. We hoped he might come to this convention, because wherever he goes the people seem to assemble. Whether they follow him always or not, they are interested in all he says:

FROM EX-PRESIDENT ROOSEVELT.

THE OUTLOOK.

OFFICE OF THEODORE ROOSEVELT.

NEW YORK, September 21, 1911.

Mr. J. Hampton Moore,
Atlantic Deeper Waterways Association,
Philadelphia.

MY DEAR SIR:—I wish it were possible for my friends to realize my position, not for my own sake, but because then they would understand just why it is that I cannot accept all the invitations which come to me. From now on I wish to avoid making any speech that I possibly can avoid, and greatly though I appreciate an invitation from such a body as the one you represent, it really is not possible for me to accept. I cannot undertake anything further of any kind or sort now. I am very sorry.

Sincerely yours,
(Signed) T. ROOSEVELT.

PRESIDENT MOORE: The Governor of Vermont accepted an invitation to be here, and may he here to-day, as one or two other Governors may be. In his absence, however, it may be well to read this letter:

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FROM GOVERNOR MEAD, OF VERMONT.

STATE OF VERMONT,

EXECUTIVE DEPARTMENT.

Hon. J. Hampton Moore,
Crozer Building,
Philadelphia, Pa.

RUTLAND, VT., July 14, 1911.

DEAR SIR:—I have just received your very kind favor of the 11th instant, inviting me to be present at the Fourth Annual Convention of the Atlantic Deeper Waterways Association, same to be held in Richmond, October 16-21, and I assure you it would be a great pleasure to be able to be with you on this occasion, as there is nothing that appeals to me more strongly than to see all conditions which will inure to the betterment of our country perfected just as fast as possible. If Atlantic Deeper Waterways would be for the benefit of our Atlantic States, surely this subject should have most earnest and careful attention. Very naturally, being a Vermonter, a State without any seaboard or deep waterways, we naturally would not realize the great benefits which would accompany this condition, which you gentlemen seek, but I feel that whatever helps you also benefits us. Thus I am more than willing to do what little I may be able to further a project which interests you so greatly at this time.

I am also interested in Old Virginia, as I spent some little time there in '62-63, but was very careful to keep near your Northern boundary. It would surely be a great pleasure to visit again some of those scenes of the "long ago" whose memory will never be obliterated. I feel that I had some very good friends among your people, but naturally they are all now in the Happy Hunting Ground. But enough of this.

I wish to thank you again for your very kind thought in inviting me, and assure you it would afford me great pleasure to be present if circumstances will permit, and I trust they will.

With very high regards. believe me,

Yours most respectfully,

(Signed) J. A. MEAD,
Governor.

PRESIDENT MOORE: Another Governor who is occupying much attention in the public eye just now had tentatively accepted, but political conditions over which he may, or may not, have had control (laughter) kept him so busy in his home

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jurisdiction that he concluded he would remain where he was, so that, if possible, his State Legislature might back him up. The country is looking at him now, as it is looking at several other gentlemen of his type. (Laughter.)

FROM GOVERNOR WILSON, OF NEW JERSEY.

STATE OF NEW JERSEY,

EXECUTIVE DEPARTMENT.

September 14, 1911.

Hon. J. Hampton Moore,
Philadelphia,
Pennsylvania.

MY DEAR MR. MOORE:—I am distressed to find that it will be literally impossible for me to attend the Atlantic Deeper Waterways Conference. October will be filled for us with a very important political campaign with an election of the whole of our Assembly and one third of our Senate. It is my important duty. I find, to put myself at the service of the State Committee for this campaign. I hope, however, that New Jersey will be abundantly and well represented. I shall expect to send you a list of delegates very soon.

Cordially yours,

(Signed) WOODROW WILSON.

PRESIDENT MOORE: That political engagement I understand was to cover 21 counties in 21 nights, and he could hardly have come here in any one of those nights. (Laughter.)

(President Moore reads letter of Hon. O. W. Underwood.)

FROM CONGRESSMAN UNDERWOOD, OF ALABAMA.

COMMITTEE ON WAYS AND MEANS,

HOUSE OF REPRESENTATIVES,

WASHINGTON, D. C.

BIRMINGHAM, ALA., September 18, 1911.

Hon. J. Hampton Moore,
Crozer Building,
Philadelphia.

MY DEAR MR. MOORE:—I regret very much that other engagements will prevent me attending the Richmond Convention of the Atlantic

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Deeper Waterways Association, otherwise it would give me pleasure to attend, as I am not only interested in the good work of the convention, but have a number of relatives in Richmond whom I would be glad to visit.

With best wishes, I am,

Sincerely yours.

(Signed) O. W. UNDERWOOD.

PRESIDENT MOORE: I know Mr. Underwood very well, and helped in Congress to oppose him so often that, loving him as I do, I do appreciate him most heartily. I wish to say that I am sorry for his relatives in Richmond that he was not able to come. (Laughter.)

Here is a letter that has a tinge of interest for waterways men. I am not doing more than sparring for time, to get our delegates present. It occurs to me, however, that when we suspect some little thing being done by railroads, we may after all put it up to the little fellow who wants to curry favor with the big boss of the railroad. I have not yet found a railroad president of any prominence who has said aught against waterway improvement (applause), but somewhere down the line they sometimes seem to think it carries favor with the big man in the establishment to make some little fling. I do not believe the railroads, when they understand this question, are going to oppose it. (Applause.) I think the spirit of opposition is breaking now, and yet, if it is not breaking, we will keep up the agitation until it does break. (Applause.) The railroad man who does not want waterway improvement simply does not understand his own business. (Applause.) When their eyes are opened to the truth they will see that they are working against real railroad progress when they oppose waterways. (Applause.)

This letter is interesting as showing that the big men in railroad circles are not against waterways. The broad thinker is not against it; he wants the domestic happiness to increase, and he knows it will increase as the wealth of the country increases. (Applause.)

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FROM PRESIDENT FINLEY, OF THE SOUTHERN RAILWAY.

SOUTHERN RAILWAY COMPANY,
OFFICE OF THE PRESIDENT,
WASHINGTON, D. C.

September 25, 1911.

Hon. J. Hampton Moore,
President Atlantic Deeper Waterways Association,
The Crozer Building, Philadelphia, Pa.

DEAR SIR:—Replying to your letter of the 11th instant, received during my absence from Washington, inviting me to attend the Fourth Annual Convention of the Atlantic Deeper Waterways Association, which convenes this year at Richmond, Va., October 17, 18, 19 and 20, I regret exceedingly that it is impossible for me to accept. As you know, I am heartily in sympathy with the improvement of our harbors and of all our interior waterways that can be made effective carriers of commerce. If it were not that my engagements are such that it is impossible for me to do so, I should be very glad to attend the convention and speak on the "Attitude of Railroads toward Waterway Development."

Thanking you for your courteous invitation, and hoping that the convention may be entirely successful, I am

Yours truly,
(Signed) W. W. FINLEY.
President.

PRESIDENT MOORE: Last year I submitted a letter from President McCrea of the Pennsylvania Railroad Company of a similar tone. We could produce many of them. With their keen, broad conception of human affairs the great railroad men will soon come to observe that we are simply making two blades of grass grow where one grew before, or trying to create the opportunity for it. (Applause.)

With these few remarks, both explanatory and otherwise, we will get down to business.

It is a great pleasure, as one sits in the House of Representatives, to watch the gradual increase of sentiment in favor of improved waterways along the Atlantic coast. When the movement began four years ago there was very little sentiment. Even the members did not understand the question for the simple reason that it had not been brought up

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properly to them by the business men. The Members of Congress were largely uninformed, but there were exceptions. The gentleman whom I am to present as presiding officer for this morning's session has taken as deep an interest in waterways as any man. He has been a warm and devoted friend, with keen ability to do things and with a power of speech to carefully and properly explain our project. It is my pleasure, this morning, to turn the meeting over, until recess, to the distinguished gentleman from Delaware, who, be it said, is able as very few others are, to vote the entire delegation of his State whenever he votes in the House of Representatives, the Hon. William H. Heald. (Applause.)

CHAIRMAN HEALD: The convention will come to order and the exercises will begin by the offering of an invocation by the Rev. Dr. George W. McDaniel.

INVOCATION BY DR. McDANIEL.

O, God, thou art great and greatly to be praised. We bless Thee for all Thy gifts. Thou hast created the universe and established its order. Thou hast made the world and all that dwell theron. The earth is Thy footstool and the sea Thy pathway. The mountains are Thy sentinels and the rivers Thy messengers. In beauty and beneficence Thou hast made them all.

We thank Thee for man's dominion. In Thy strength he subdues the earth and harnesses its forces to his chariots of progress; he charts the seas and makes them an highway for the missionaries of the cross; he utilizes the resources of the material kingdom to establish the kingdom which is spiritual.

Upon Thy servants here assembled we invoke the divine blessing. May the God of wisdom and grace, who knowest our needs and freely suppliest them, grant unerring direction to the deliberations of this convention that they may inure to the good of our country and to the welfare of the race. Let Him who numbers the hairs of our head and who sees the sparrow fall, watch over the homes from which you are separated and grant to you a safe return. All of this we offer and ask in Christ's name and for His sake. AMEN.

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ADDRESS BY HON. WILLIAM H. HEALD, CHAIRMAN.

Ladies and Gentlemen of the Convention:

I am to-day presiding officer of this convention as a substitute for my friend, Congressman Covington. I am glad to do it, although I wish he were here in person, because he, too, is interested in the same work that brings us all to Richmond this week. I am glad to represent him, however, as he represents the Maryland end of the Chesapake and Delaware Canal while I represent the Delaware end, a work which is to be finally one of the most important links of the inland waterways.

Mr. Covington and myself are proud to be representatives of States upon whose surface this canal has been constructed, and we are also glad to be in Congress for the purpose of inducing the Congress of the United States to purchase that canal and make it a deep water connection between the Chesapeake and the Delaware Bays. (Applause. This waterway movement has grown to such proportions and represents so much of interest that it seems to me that the time must be closely approaching when we shall see accomplished some of the important links of which the whole is to be composed. As the President of your Association has said more than once, and said truly, the creation of these waterways is the creation of values; the investment of the government's money in deepening the waterways, in purchasing and deepening canals is not an expenditure of money, it is an investment of money, upon which the returns, eventually, will be larger than from some investments that are made by the wisest and best of our business men. The deepening of our rivers, the construction and deepening of canals and the creation of terminals all represent in part the increased values that will come to each community that takes an active interest in this deep waterway movement. It is well that this system should be created a part at a time, for we realize that it seems impossible as a whole to have it adopted by Congress.

This morning, in opening this convention, we will first hear Mr. M. K. King, president of the Lake Drummond

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Canal Company, on "Through the North Carolina Sounds to the Atlantic." (Applause.) I present Mr. King:

THROUGH THE NORTH CAROLINA SOUNDS TO THE ATLANTIC

M. K. King, President of the Lake Drummond Canal Company

Mr. Chairman, Ladies and Gentlemen:

The North Carolina Sounds are numerous, but the larger ones, Albemarle, Croatan and Pamlico, with the estuaries of their affluent rivers have an area rather larger than Long Island Sound, and somewhat less than Chesapeake Bay. The mighty volume of the Susquehanna, Potomac and James flowing deeply through the Virginia Capes is separated by a low summit from the like but lesser system of the Nottoway, Roanoke, Tar and Neuse that, while forming the North Carolina Sounds, dissipate their influence through a succession of shallow inlets.

These sounds were the haven of England's first organized attempt to colonize the North American coast against Spanish aggression, that faded into unfathomed mystery.

They were the gift of an indulgent King to his favorites; and they became the lair of the pirate Blackbeard.

Today they bosom the growing commerce of a busy people. They sustain the largest fishing industry of the South Atlantic coast. Their shores present thriving markets and manufacturing towns; their forests maintain a lumber industry seventh in extent of the Atlantic and Gulf States; their climate and the soil of their adjacent lands produce several annual crops cultivated and marketed at less cost than in any territory of like extent so near such density of consuming population. Their tributary rivers penetrate the State for hundreds of miles in the aggregate; railroad systems of 5,000 miles come to their shores and two canals contribute a traffic of 750,000 tons in 8,900 vessels. A population of 403,000 within their influence is healthy, industrious and prosperous. This is the field of action into which you are seeking a wider and deeper entrance.

In the earlier days of the colony and of the State also, the

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effort to exchange the products of the section was limited to the small vessels, that, crossing the bars of Ocrakoke, Hatteras and Currituck inlets, sought northern ports and the West Indies.

It was a laborious and hazardous struggle against natural forces; the bars shoaled and inlets closed entirely, many cargoes had to be lightered over the bars, and so, as population increased, came the demand for other and better channels to market. The corn of the Roanoke plantation was needed by the tobacco counties of the Chesapeake. In 1785 General Washington wrote to Mr. Madison: "It gives me great pleasure to hear that our Assembly were in a way of adopting a mode for establishing the cut between the Elizabeth River and Pasquotank which is likely to meet the approbation of North Carolina," and hence resulted the Dismal Swamp Canal, with locks ninety feet long and sixteen feet wide through which the little corn-laden vessels were either poled or towed by mules. In time this proved inadequate and just before the war the Albemarle and Chesapeake Canal was begun which has a lock 220 feet long and forty feet wide in which steam was used exclusively.

Then came the railroads, gradually but effectively contributing to create the field that has been pictured to you. Still this was insufficient. Commerce wanted not only more room for expansion, but a route protected from the sea. From about 1837 the Government made successive surveys for an inland waterway from the Chesapeake to the waters of North Carolina, but nothing followed the reports. With the hour, however, came the man. In 1900, John Humphrey Small was elected Member of Congress from the First District of North Carolina. A native of the district, he thoroughly understood its commercial needs and comprehended how they should be satisfied. His plan was to agitate and keep agitating. In 1903 he went from Baltimore to Jacksonville rousing the Boards of Trade of every coast town to supply him with facts and figures relating to this subject. He induced the War Department to make more surveys and then more. Happily he secured the sympathy and co-operation of the dynamic President of this

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Association, resulting in this organization. He secured an appropriation in 1907 with which the Beaufort Canal was dug and opened to traffic in January last. Then followed the Act of Congress authorizing the Intra-coastal survey from Boston to Florida. This has been in progress for two years and a report upon it by the engineers will probably be presented to Congress at its coming session. So much for agitation.

The North Carolina Sounds are open to the Atlantic for vessels of ten feet draft. At their northern end the canals provide nine feet only, which is true of Croatan Sound also. In the Neuse and Pamlico Rivers near Newberne and Washington, there is less depth, and the ten feet of the new canal has not yet been carried to the towns of Beaufort and Morehead City, although in progress. The new canal has entries of about 300 vessels monthly. It is serving a most useful purpose in permitting the small vessels of the locality, equipped with motor engines, to link together by constant intercourse the communities on the sounds and rivers.

What remains to be done to complete and perfect? Two things:

First.—To provide a twelve-feet depth of channel of projected width from the Elizabeth River to Beaufort Inlet. The coastwise schooners, and the use of barges of economic and sea-going size to go to South Atlantic ports require such a channel to obtain adjustment of towing and insurance charges between the inside and outside route. This requirement was contemplated by the Act of 1907, it was initiated by the Beaufort Canal, and it may reasonably be expected that its completion will be recommended by the engineers and appropriations therefor be made by Congress forthwith. In this respect the two existing canals present features for special consideration. By one canal the route would be along greater length of natural waterways, thereby reducing cost; but parts of those waterways are exposed to ocean storms; and all of them to fluctuating stages of water under the influence of varying winds, causing uncertainty unfavorable to economic loading of vessels. Because, however, of the smaller esti-

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mated cost of the projected waterway and the belief that locks may be avoided, the engineers have indicated a preference for this route, but have said that its adoption would destroy the business of the other, the Dismal Swamp Canal. That canal is of the summit level type, with locks at each end, thereby maintaining a uniform depth of water uninfluenced by winds. Being located inland it is protected from storms. For those two reasons it obtains 80 per cent. of the commerce passing between the sounds and Chesapeake Bay. Differing in other respects from the other route, it traverses a region of cultivated farms, numerous industries and a population in communities of from 250 to 8,000. It is probable that the preservation of extensive properties, the welfare of a considerable population and the maintenance of a route preferred by a large preponderance of traffic will induce Congress to adopt and utilize both routes.

Second.—To extend the beneficial influence of water routes upon freight rates to inland points by facility of interchange with railroads, Congress is about to be asked to provide about ten millions of dollars for the Norfolk-Beaufort link, which, when completed, will pass large barges to all accessible ports. The through traffic will be supported by a local one with the Sound towns bringing to them industries to meet water-borne raw material. The distribution of products will create an interior movement to the benefit of the railroads. While, therefore, there will be common ground for interdependence between the water and rail lines, it may not be voluntarily recognized. Much effort and legislation perhaps will be necessary to its accomplishment. Certainly it is not intended that the benefits of the projected waterways shall stop at their shores. Let me illustrate. During the past year a company employed sail vessels to carry package freight from Norfolk to Sound towns having railroad terminals. Some of the cargoes included freight for interior towns, and the vessels carried it to the railroad wharves for forwarding, prepaying the roads' local charges to destination. Very shortly this was met by a deterrent wharfage charge, not unreasonable in itself, but declared by the State to be discriminatory under the circum-

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stances existing. Then it was demanded that the inland shipments should not be made locally, but under joint through rates. This would have brought the vessels of the company under the control of the Interstate Commerce Commission, as was intended, with no protection against uncontrolled independent vessels, and was declined. Whereupon the roads applied

"The good old rule, the simple plan
That they should take who have the power
And they should keep who can,"

and simply said your vessels cannot come to our wharves.

Sooner or later this feature of waterway development will press for attention. Who is to undertake it? The water towns will be content with their advantages and the State commissions have troubles with those under their control without seeking those that are not so.

Ought not this and similar associations that are seeking to create the conditions out of which this problem arises also agitate for its solution? (Appaluse.)

CHAIRMAN HEALD: Yesterday we had on the programme an address by Hon. John E. Reyburn, of Philadelphia, upon Philadelphia as an inland port. We were, of course, very sorry that the Mayor was not here, but you all of you know there was to have been a baseball game there yesterday—although it did not come off. (Laughter.) As it is, however, he has sent, as his representative, E. J. Cattell, of Philadelphia, who in the very beginning of this work was the Secretary of the Atlantic Deeper Waterways Conference, which formed the Association, and he will talk this morning about Philadelphia as an inland port.

PHILADELPHIA—AN INLAND PORT

Mr. E. J. Cattell, Representing Mayor Reyburn of Philadelphia

Mr. Chairman, Ladies and Gentlemen:

I am commissioned by His Honor, Mayor Reyburn, of Philadelphia, to express to the officers and members of the

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Atlantic Deeper Waterways Convention his sincere regret that the pressure of important business forced a change in his plans to visit Richmond and address this convention on a subject which is very close to his heart—that splendid constructive work in which your great Association is now laboring with every promise of ultimate success.

Mayor Reyburn has for years taken a deep interest in everything which pertains to the development of waterways, this interest finding expression not only in his sympathetic support of movements such as that represented by your association, but also by practical and aggressive work while he was a member of the Rivers and Harbors Committee of the United States Congress. From the very inception of this Association, the very first move made by your able, aggressive and untiring President, Congressman Moore, the Mayor's whole heart has been with the movement, and in every way possible, he has endeavored to aid Congressman Moore in his patriotic labors. It was, therefore, with a feeling of keen disappointment that His Honor was forced to abandon his trip to Richmond, and to show, as far as possible, his continued interest he has sent me to deliver to the Convention some of his views concerning the work which now occupies your attention and employs your energies.

First of all, the Mayor wished me to state that so confident is he of your success that in the new Comprehensive Plans for the City of Philadelphia—plans which involve an expenditure running into the millions, will occupy many years in completion, and ultimately provide Philadelphia with facilities to handle an immense volume of trade—facilities to handle that new volume of traffic which will come to Philadelphia with the completion of the Atlantic Deeper Waterways have been completely thought out and provided for.

The circumstance that a body of practical business men, supplemented by the best technical advice obtainable, has, in the making of important plans for the development of a great city, accepted as a certainty of the future the success of your great work is, in his opinion, a most convincing proof of the honesty of his hopes concerning the ultimate outcome of your

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endeavors to win this great benefit for the Atlantic Coast States.

Second, His Honor wished me to call your attention to what seemed to him a remarkable coincidence, namely, that this convention of the Atlantic Deeper Waterways—a convention which registers such a measure of substantial success as to insure the ultimate success of your great undertaking—was being held in the old capital city of that State which gave America the great commander of the Army of Independence, and the Republic's first President. The relation between the plans of the Atlantic Deeper Waterways and George Washington, the first great American, finds its chief significance in the fact, that, when George Washington retired from all official connection with the Republic which his genius had called into existence, he was still in the possession of great executive ability; still strong in his belief in the Republic and love for the Republic. His official working days had run their course; but, recognizing that it would be better for the new Republic to pass under new control, he found compensation for the pain of relinquishing the guidance of great affairs of State in a determination to devote his remaining days and unimpaired executive ability to the development of a great waterways system which would safeguard not only the political life of the Republic he loved, but aid in that important commercial development certain to prove the most remarkable feature in the history of the nineteenth century. For Washington, during his long and intimate association with American constructive policy in war period, and later, during his occupancy of the post of Chief Magistrate of the Republic, had come to recognize the important part which would be played by the great Dominion of Canada, paralleling the Republic from ocean to ocean, and offering innumerable points of attack by a hostile power. Washington recognized this even when his native land was still a colony of the British crown, for Canada was then in the hands of the French; and later, when the independence of the colonies was assured, that body of territory still continued, theoretically at least, in the hands of the hostile power. Washington realized or foresaw the

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great commercial influence which the Great Lakes and the St. Lawrence Waterway to the Atlantic would play in the development of the West and Northwest. He believed the Republic would, within a century, draw within its limits an immense body of population—a population energetic, intelligent, and, under the stimulus of liberty, able to utilize to their full extent the natural dower of cultivatable area and immense mineral resources—nature's dower to the new Republic. He realized that this immense increase in natural wealth would tempt the jealousy of other powers less favorably situated as regards population and area; realizing this menace held by the coming years, he earnestly and patriotically desired to provide against this danger, to safeguard for all time the splendid Republic won, under his leadership, by the people, for the people, in the War of Independence.

His Honor wished me to say that, in his opinion, it should be a great encouragement to this Association to remember that George Washington really hoped to crown his life-work, hoped to confer his greatest benefit upon the Republic, through the development of a great inland waterway system such as this Association is now seeking to bring into existence. Coming a little closer to the subject, and dealing with the nearer past, Mayor Reyburn wished me to call your attention to the remarkable service which your waterway would render to a most important section of the Atlantic Seaboard States—a section which had suffered a serious setback owing to the peculiar lay of the land.

When the first development of railway lines took place in the United States, those seeking to connect North and South were forced to keep a considerable distance to the west of the western shore of the Chesapeake Bay, because that shore was cut by wide inlets at short intervals—inlets so wide that the expense of bridging between the outjutting points of land rendered railway construction in that section prohibitory in cost. Moreover, the trade existing, or the trade promised, on these great tongues of land was not sufficient to justify the building of branch or feeder lines to the main line inland; as a consequence, a considerable section of arable land, settled

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by a naturally productive people, was left without that means of communication which would make possible the profitable marketing of crop or offered inducement for a new population to settle therein. On the other hand, the splendid water boundary and numerous waterways which offered a natural or normal means of communication for this section were handicapped, because lacking a canal across the tongue of land separating the Delaware River and the Chesapeake Bay, shipment to the great centers of population necessitated a sea voyage in craft large enough to make such a voyage safe. As a consequence, the great centers of population on the Atlantic Seaboard were forced to look for food supplies to points five times the distance, points where transportation by rail was easily obtained, and these sections removed from point of consumption from four to five times, and sometimes ten times, the distance, developed rapidly, out of a trade which should naturally have gone to this section bordering on the Chesapeake.

When completed, your Atlantic Deeper Waterways System will render immediately available an immense area of the best farm land in the country, and I believe its completion will witness a transformation for the better in a section of country which has remained practically virgin territory up to the present time.

Three points, then, His Honor wished me to emphasize. First, that he regarded the success of your plans as so firmly assured that we were incorporating in our own harbor development plans facilities to handle the trade which your completed waterways would bring to Philadelphia. Second, that you should receive new encouragement to renewed effort from the circumstance that your work was really the carrying to completion of Washington's last great plan for the benefit of the Republic which owed its existence to his efforts. Third, that your work would bring into profitable utilization a large area of the most arable land in the United States, and confer commercial benefits upon a body of population heretofore denied their rightful privilege of free and profitable intercourse with other sections of the Republic.

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I hold it a great privilege to have been offered this opportunity to bring before the convention the views on your great work held by our Chief Magistrate in Philadelphia, not only because I feel that his expression of confidence in your ultimate success should bring encouragement to the members of the convention, but because it gives me opportunity to express my own delight in the success which has already crowned your efforts, it having been my high privilege to be associated with Congressman Moore as an assistant in the formative work of the Association in 1907.

In connection with my own official work as statistician for the city of Philadelphia I have come to understand, and would like to place before you, a few facts to support my contention that an immense body of traffic awaits the completion of your system of waterways. For it is most important that the public realize that the territory served by the Atlantic Deeper Waterways contains cities which are live centers of trade—that is, centers which have not reached their maximum of growth, but show by every test promise of tremendous development in the future.

Now, Philadelphia has been so long high-lighted as the City of the Declaration of Independence and of the Constitution that she has come to be regarded by many as a city with a splendid past, worthy of all respect, but not a factor of the first rank in the great commercial problems of the present day and generation. This idea is wholly erroneous. Philadelphia has never in her whole history of 228 years of municipal life exhibited so many evidences of vitality or virility, so much testimony to new growth, as she is exhibiting in the present year. Her growth is at an increasing ratio, no matter what line of inquiry is taken as a test. For 75 years we have built an average of 2,000 homes a year; for 35 years, 4,000 homes a year; for 15 years, 6,000 homes a year, and for 5 years, nearly 9,000 homes a year; the present year will see more than 10,000 homes built; and today Philadelphia holds within her limits over 346,000 separate dwellings, all but 18,000 of brick and stone, and, therefore, all of continuing value. These homes are homes in the full meaning of the

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word as judged by twentieth century standards, a circumstance testified by the fact that at the present time there are maintained in this one city over 368,000 bath-rooms—one of the greatest and most convincing testimonials to the fact that we hold the old Mosaic doctrine "that cleanliness is next to godliness" and recognize that health is an indispensable factor in the development of any city, whether measured by commercial or ethical standards. Supporting this immense army of homes—more homes than are today found in three of the great States of the Union—are more than 16,000 separate manufacturing industries, backed by nearly 40,000 business units or organizations for wholesale and retail trade, making in all more than 55,000 separate business organizations within the limits of this one city. The manufactures cover over 300 separate lines, and furnish employment to an army of nearly 300,000 skilled laborers. This army of skilled labor is anchored to the city through ownership of homes, and is further buttressed by an accumulated saving against a rainy day, amounting, in one saving institution alone, to $105,000,000, distributed over 270,000 separate accounts. Our city, then, offers as proof of her ability not only to hold her present growth, but to increase her development in the near future, the possession of a large army of skilled labor housed in conditions which make for happiness, for the development of the best type of citizenship, for permanence of residence, and with ability in the individual worker to carry himself over periods of scant employment by means of his accumulated savings.

Now, we in Philadelphia, after having systematized our great industrial machine, are about to make full use of our natural advantages in the development of a great port. The Delaware River gives us about eighteen miles of water front on the eastern side of the city, while the Schuylkill River cuts the heart of the city for twelve and a half miles, one bank serving the city for a further distance of three and a half miles; this one water highway creates within city limits twenty-eight and a half miles of river-front property. The new docks contemplated near the mouth of the Schuylkill

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River and on the lower reaches of the Delaware will provide accommodations for 131 600-foot ships, establishing warehouses with a total floor space of nearly 45,000,000 square feet, the length of new docks totaling more than seventeen miles. A number of the docks will be over 2,500 feet in length, with ability to dock two Olympics, end on end, and leave a surplus of 500 feet for smaller craft. A part of our new docking system is being completed during the present month, when the new Vine Street Pier, one of the best equipped on this side of the Atlantic, will be thrown open to the public. This pier represents an investment of nearly three-quarters of a million dollars.

Our city, then, "Philadelphia, of the Declaration and of the Constitution," while proud of her splendid record, insists upon being considered an important factor in present-day affairs, and wishes this Association to regard her as one of the greatest factors in providing that traffic which will render the Atlantic Deeper Waterways one of the great commercial arteries of the world.

Passing from this study of local conditions to the larger view—that which has to do with the whole Nation—for cities, States, and the whole Republic are so interlaced and interlocked that the success of one is the good of all, the misfortune of one, the misfortune of all—it seems to me that your Atlantic Deeper Waterway work is, measured by the highest standards, missionary work—work which should appeal to the best instincts of the best people in the Republic. Some years ago, while traveling down the Volga in far Russia, that great country with an area equal to the area of the whole of North America, and the home of 140.000,000 people, I came to a little village, where the whole population was engaged in the manufacture of toys—toys to tempt laughter to the lips of children the round world over, and at Christmas time, tell in their own sweet way, that great message of peace and goodwill that has meant so much to so many through nineteen centuries. Visiting in one of the little huts where the family was at work, while standing by the window, I watched two little children fashioning toys; one of the children dropped

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her toy to the floor, where it broke into many pieces. Turning to my guide, I asked, "Is my presence making her nervous? Am I responsible for this accident?" He promptly answered, "No, the child is weak with hunger; our children are hungry from the cradle to the grave." That picture of a hungry child making toys to aid in the happiness of millions of other little children, looking out through narrow windows on miles of arable land—land idle through misgovernment, unproductive through ill-directed effort—will never leave me, and whenever it is my privilege to speak before a body like this, before men who have ability to translate my fancies into fact, the picture comes before my mental eye as new incentive to added effort, in the hope that some chance word may stir to greater effort those who can, by intelligent and well-directed action, keep forever from this land we all love that curse of hunger, that suffering to little children, typified in the scene which will go with me to the grave.

I say, therefore, of your work to win for this land a great commercial artery, that it is truly missionary work, for it will make possible the transportation of the surplus food product from one section to another section—carry food to those lacking food to support life, and even when able to secure enough food to sustain life, unable to do their full share of work, because underfed. I feel that I am speaking to those who are missionaries in the truest sense of the word; men who are bettering the conditions of life, and uplifting civilization the whole round world over.

For, gentlemen, it seems to me the great problem of the day is not over-production, but under-consumption. You will find in the Far West thousands of tons which would support life, the gift of a generous nature, rotting back to earth unused, unappreciated; while within the limits of the same land, other people less favored, are starving for the lack of that same food. This, I say, is flying in the face of Providence, an insult to the living God. And this is all unnecessary waste; all unnecessary suffering, because there should be facilities of distribution at a lower rate between producing and consuming points. And this is a fault we could and should correct, and

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correct speedily. We are continually hearing about exorbitant freight rates over our 300,000 miles of railroad where the freight moved costs practically three-quarters of a cent a ton a mile to move; we do not hear anything, like enough, about the terrible conditions of our 2,500,000 miles of ordinary roads, over which it costs 25 cents a ton a mile to move freight, to the point at which the first shipment is made, either by water or rail. The average haul necessary to deliver nearly 400,000,000 tons of freight to point of first shipment by rail or water is nine miles; the cost, $2.25 for each haul on each ton. This haul on good roads should be made for 90 cents at the most, instead of $2.25 on each ton; and this immense waste of national wealth, running to between $300,000,000 and $400,000,000 a year, will continue until something is done to provide the necessary facilities. Practically four-fifths of our roads are in exactly the condition they were left by the first builders, and we have not more than fifty thousand miles of first-class roads in the whole United States, out of our grand total of nearly 2,500,000 miles.

The most distressing feature in this bad road question is that it not only overburdens the freight that moves with a great charge, but that the excessive cost of this initial movement prevents millions of tons from moving at all, and thus results in an absolute loss to the purchasing power of the whole people—a loss that never can be recovered. This loss in national wealth, through bad means of communication from point of production to point of first shipment, offers a splendid field for the development of our small waterways, as well as of the country roads, and its lesson is as emphatic for confirming the necessity for waterway development, as it is for the development of country roads. Take, for example, the section which we are now visiting. The Southern Railway hauled some 26,000,000 tons last year over its lines, and the loss to this section in the delivery of this tonnage to the railroad represents at least $17,000,000, all unnecessary waste. Taking into consideration the product which does not move at all, I believe the bad roads are responsible for loss to the South of over $1,000,000 a week. For these reasons I also

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hold that your work is missionary in its character, and of the highest type of citizenship. If you will increase the food supply you will mitigate one of the greatest evils of the day; if you can bring into profitable communication with consuming centers, vast areas of producing land, you will help to solve the problem of the unemployed, and, coincidently, the problem of the high cost of living. Many of our present-day evils will disappear, and I feel confident, if only we will go back to the primary source of wealth, obey the clearly written law of life, development should give to our great land that facility to enjoy cheap and easy means of communication between centers which are necessary to its normal and natural development. But works of this character require extreme patience, as well as unflagging energy. Every man engaged in such work must keep before him the ideal and the dream. Years ago, when threatened with blindness, I visited Europe, that I might take into that night of darkness some of the most beautiful pictures in the world. One day I was drawing near to my boyhood ideal, that magnificent finger of granite, "The Matterhorn," which lifts heavenward out of its group of snow-capped summits, a pointing finger to the higher life and the higher purpose of life. It was one of those uncertain days in spring. I was walking with my guide up the valley from Vist to Zermott—it was an all-day journey. Now, low-lying clouds shut out all view of the surrounding mountains, and walking was hard work, seemed to bring no compensation whatever; again a little whiff of wind would clear the air of clouds, and a glorious view of snow-capped mountains and deep valleys would bring new courage, and I pressed on, hurried on, but only to be held back a little later by the depressing influence of more clouds, and a loss of all the beauty which nature had a moment before so freely offered. It was a day of alternating hopes and disappointments, but I struggled on, hoping always for the end of the journey, and the great reward. At twilight, when the sinking sun threw the whole mountain chain into a magnificent silhouette against the evening sky, all clouds disappeared, and there before my

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tired eyes was my boyhood's dream, the great "Matterhorn" in all its indescribable majesty and glory.

This story of my journey long, long ago in far-away Switzerland is the history of every hopeful, patriotic man, laboring for the general good and for the greater future. We have our ideals, we lose sight of them in earth-born clouds; seek them with renewed encouragement; falter, gather new strength, go on again; at last we come within sight of our ideals, and the realization of our dreams; at least, even if complete success is denied at the end, we can say with St. Paul, "I have been true, O King, unto the Heavenly Vision."

CHAIRMAN HEALD: I am very sorry there are not a larger number of delegates present because the next two addresses that will be presented for your consideration are not only interesting, but momentous subjects. The first address is upon the progress of the Cape Cod Canal, and the constructing engineer will describe to you the greatest individual enterprise of its kind ever undertaken, not only in this country, but in the whole world, the construction of a deep sea canal by private enterprise. This gentleman was formerly in the United States Navy, and is now vice president of the Cape Cod Construction Company. This momentous work will now be discussed by Commodore J. W. Miller, "The Progress of the Cape Cod Canal." (Applause.)

PROGRESS OF THE CAPE COD CANAL

Commodore J. W. Miller, Vice-President, Cape Cod Construction Co.

Mr. President, Ladies and Gentlemen of the Atlantic Deeper Waterways Association:

Mr. Belmont wished me to express to you his deep regret that business of pressing importance prevented him from being present here today, adding the hope that all aspirations of the Association will soon reach their fulfillment. (Applause.)

My allotted topic commences with the word Progress.

Progress involves a beginning; therefore it is both pleasant and instructive here in the city of Richmond to recall the

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fact that the Father of his Country was also the parent of waterway improvements.

Even prior to the Revolution, he, as an engineer, saw the possibilities of the Chesapeake and Ohio Canal, and after the broadening influence of the war, appreciated, as a statesman, the military necessity of a water route to maintain our hold of the Mississippi, Spain at that time controlling its mouth.

It remained, however, for an Englishman to give the full significance and far reaching results following Washington's vision of continental expansion as outlined by him during a meeting of distinguished citizens in 1785, at Mt. Vernon.

Time does not permit me to enlarge upon the theme, but all whom I see before me should read Oliver's "Alexander Hamilton," and the "Life of Washington," by Senator Lodge, of Massachusetts.

Again in 1776, knowing that Lord Howe's fleet was about to sail discomfited from Boston, Washington sent Machin to the eight mile isthmus at Cape Cod, hoping that engineers might find a route for small vessels from Barnstable to Buzzards Bay; feeling sure that he could outsail the slow ships of the enemy if a means were found through inland waters to New York. A report was made that only three miles of low intervening sand separated the east and west flowing creeks. Washington never forgot how small was the barrier, and he and the two succeeding Presidents advocated a light draft canal across the Cape. Much, therefore, do we of our corporation, and you of your Association, owe to Virginia.

Washington's early fathering of the military, political and economic value of water transportation; his acceptance of the presidency of a company which ultimately built the Chesapeake and Ohio Canal are two salient facts not to be lost sight of as we discuss the limits of governmental, state and corporate action for the construction of Atlantic Deeper Waterways.

Keeping these two points in sight, and turning our view due south from where we stand, there is two thousand miles away, and nearing completion, the greatest engineering work

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of the world. The "secret of the strait," as the old Spaniards called it, is being solved through the scientific surveys from Tehauntepec to Darien, made by officers of the United States Navy (applause) and supplemented through the wonderful executive ability of that modest but great man, Colonel G. W. Goethals, of the Army Engineer Corps. (Applause.)

In other words, at Panama, we find a canal, the creature of the general government. The expense incident to its construction and the magnitude of its international influence making it imperative that it should be under the jurisdiction of the United States. (Applause.)

Note further, that at the extreme northern end of the chain of navigable waterways which will ultimately be made along our coast, is another channel of lesser length and minor expense, being built through the energy of private individuals. (Applause.)

Thus we will see, in 1913, two new waterways open, one for the whole world, constructed and controlled by the most powerful nation of the western hemisphere; the other, within the confines of a State, under the jurisdiction of a corporation, and following those lines of commercial organization which have successfully developed the transportation companies of the past fifty years and made this country what it is. It will therefore be interesting in these days of drift towards centralization and hypercriticism to see whether or not the plucky promoters of the Massachusetts enterprise will receive the reward and acclaim due them as the builders of *the first deep sea channel by private capital.* (Applause.)

As between the Panama and Cape Cod Canals, there are great economic and national differences, so between them are great geographical distances wherein the rights of nations and localities mingle. Time alone will show how and under what conditions the numerous stretches of bay, sound and river shall be connected, and what proportion of their cost shall be divided between locality, Commonwealth and country. This is a question which our Association will have to meet before the day arrives when the loss of life off Hatteras and

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Cape Cod can be reduced to a minimum, and craft safely sail through inland waters.

It is impossible to separate the solution of our problem from that of the greater one of this Association, or to restrict our studies to one locality. All our interests are interdependent. Each improved channel will be a link between the Cape Cod smaller canal of the north and the larger one of world-wide effort at the Isthmus; the whole making a chain of waterways only practicable along a coast line, like that existing from Massachusetts to Florida. Therefore, while pushing with energy our work at Cape Cod, we have striven to educate the locality, and Massachusetts to a truer sense of the importance of all Atlantic waterways. I can report progress upon this education.

The question here arises, What should be the attitude of the southern states regarding our work in the eastern? Twenty-five millions of tons are today subject to the storms and dangers of the Cape Cod shoals. Of this tonnage eleven millions are coal, a large proportion of which comes from the south. Virginia is vitally interested in its safe transportation to eastern ports; your iron, cotton and lumber must also eventually be all carried by water.

On the other hand New England must receive the products of your forests, fields and mines at a minimum freight rate in order to maintain her population and mills. The former expensive transit of crude material by rail will soon be a thing of the past—congested railroads can no longer afford to carry it, but must reserve their land lines for the manufactured product and increased passenger service.

Again, the days of sailing craft are numbered. Safety, economy and time demand the carriage of raw material in cheap self-contained steel steamers and barges of large tonnage. Such vessels can run on regular and increased annual schedules: Newport News can build them. The control of such traffic is today in the hands of a few corporations which are alive to the great advantage of saving the seventy miles through comparative smooth water from your ports to those beyond the Cape. They have given us good reason to be-

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lieve that we will obtain a large portion of their business at a fair rate. This they can afford to do as their risk will be lessened and the average time of passages decreased at least two days.

Further study of these new conditions will prove the necessity of all members of this Association pulling together; concentrated effort is essential to produce greater progress, as I have before stated, upon our mutual inter-dependence and relations.

The question next arises why Mr. Belmont and his associates are putting twelve millions of dollars into the Cape Cod Canal: First and frankly, because they know it will pay. If the twenty-five million tons referred to above, and the five hundred thousand passengers now carried by the coastwise steamers pay even a moderate rate through the new channel, dividends on the securities are assured. To these figures should be added the local increase of traffic incident to the new facilities afforded.

A second reason why the backers of this new channel are building it is because many of them come from a seafaring stock, and realize that the day is not far distant when the merchant marine of America will regain its old supremacy. Such a reason may be termed a sentiment, but it is the same sentiment which brings the man from the West back to the coast filled with the ocean loving spirit of his ancestors to work with your Association towards the increase of sea power and the resultant financial gain to the citizens and country. (Applause.)

Further, modern science, coupled with our experience of the past two years, has given methods through which the price of handling material is lessened, and the effect of tidal currents is definitely established; there is, therefore, no existing doubt as to what the cost will be. It follows from the above, that given the cost, and given the trade, the financial result is no longer a subject of guesswork.

I fear that my time has expired. (Cries of "No. no; go on.")

What is this Cape Cod Canal? As a matter of fact it is

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not a canal at all, but a short connection of eight miles through a sandy isthmus with an elevation of only twenty-nine feet above sea level; a connection joining two portions of a much traveled ocean route through which a known traffic to-day exists. No locks and little current will hamper its passage. Its channel will be thirty feet at high water—deeper and broader than the Manchester, Kiel and the original Suez canals. From deep water in Buzzards Bay to the end of the breakwater at the eastern end will be a distance of only thirteen miles. It will be lighted electrically as a street for quick transit during the night. At its eastern end there is already built a breakwater containing over 400,000 tons of granite as a protection against any northeast gales.

Since I had the honor of addressing this Association at Providence, one half of the work has been completed, through the agency of eight large dredges and various steam shovels and other appliances. Over 1,000 acres of land have been purchased along the banks for the purpose of establishing manufactures already demanding factory sites, for the canal runs through a narrow wooded valley where streams of the best water abound, where the climate is mild, and especially propitious for cotton mills, being similar, and even better than that of New Bedford, while a railroad has been constructed along the whole length of the line, thus giving land as well as water transportation at a point where ships from the Chesapeake, the Delaware and New York will meet those returning from eastern ports.

Finally, the object of this address will be accomplished if it has given a slight idea of the material progress of our work, but what is more important, if it has shown the necessity for an increasing education towards a close, sympathetic and joint relationship between Governmental, State and corporate interests looking towards the development of our waterways along our Atlantic coast. As an ex-navy officer, who served upon the earlier Isthmian surveys; as a man who, for twenty years, was connected with coastwise steamers; as one proud of being associated with a financier whose ancestors did much for the naval reputation of our country; and with an engineer,

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William Barclay Parsons, who was a member of the International Commission on the Panama Canal, I naturally feel the honor of being an officer of our corporation and a member of this great Association. I thank you for the privilege of speaking here today. (Applause.)

CHAIRMAN HEALD: I am sorry that Commodore Miller reached his terminal facilities at the time he did. That was an address which, if continued, we could listen to for an hour. (Applause.) It was full of meat, although it was all water. (Laughter.) Evidently the Cape Cod Construction Company is hiding its light under a bushel, because I know there are millions of people in this country who are not aware of the work they are doing, and it is highly appropriate that the Panama Canal and the Cape Cod Canal should both reach a period of utility in 1913. (Applause.)

The next topic that will be presented to you is a subject that is great and in its way has created a precedent in this country. The Chicago Drainage Canal will be discussed by Mr. Isham Randolph, and it is undoubtedly a pleasure to Mr. Randolph, as it must be to the citizens of Richmond, to know that in presenting this address to you, he is not only discussing a subject near his heart, but that he comes back to Virginia, his native State, for the purpose of so doing. (Applause.) I present to you Mr. Randolph. (Applause.)

THE CHICAGO DRAINAGE CANAL—A CONTRAST

Mr. Isham Randolph, Chief Engineer Sanitary Commission, Chicago

Mr. Chairman, Delegates to the Convention, and Guests:

After thirty-six years of absence from the Capital City of my native and dearly loved State, it is a source of happiness to me that I am permitted here to speak to my own people and those of the Atlantic States who make common cause with her for their common good.

Is there a pivotal city under the canopy of heaven around which has more surely swung the destinies of a nation than

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this city of Richmond? Where is there a city in whose defense the libation of human blood poured out has been more generous, and where one whose conquest has cost victorious legions a price more vast in life and treasure than was expended before the cry of "On to Richmond" was drowned by the triumphal shouts of hosts entering its gates with the feeling that their warfare was accomplished? Those were the days of self-effacing love and of consuming hate. That hate has spent itself, as evil passions will; but the love has expanded and become the sentiment of a whole people. I am not invited here to speak of the past, with its tragedies of love and hate; they belong to the historian, the poet and those weavers of fiction into the warp and woof of fact, who know so well how to charm our souls with their weaving.

Your President has given me a theme; he has called it "The Chicago Drainage Canal—A Contrast," and to that theme I will address myself.

History tells us that Virginia once owned a vast domain west of the Alleghanies, north of the Ohio and east of the Mississippi River, and that in 1784 she gave that domain to the United States Government, then in its infancy, that other States might be carved out of this territory and added to the Confederacy. In 1818 an apportionment of this territory was made to a State which, when it came into the Union, received at its baptism the name of Illinois. Its area is 56,650 square miles, an area greater by 14,200 square miles than is the mother State today. That area was one vast farm, capable of producing all of the cereals and the fruits and vegetables that make the temperate zone their habitat. Its rivers and creeks abounded with fish, and wild fowl flocked to its marshes. Its surface smiled with wealth, but underneath that surface were stored riches of coal and lead and oil. An estimate of the value of these buried treasures would mount up to billions of dollars. In the early days of the nineteenth century a trading post was located at the mouth of the Chicago River, a few miles north of the southern end of Lake Michigan. Geographically it was correctly located to be the entrepôt to the great Northwest, and that it became.

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The Indian passed on with the trapper and the fur trader, and the trading post became a village, the village grew into a town, and seventy-seven years ago Chicago was incorporated. By reason of the location, it became a lake port, and the State of Illinois built a canal 96 miles long, leading from that port to the head of slack water navigation on the Illinois River, at La Salle. This canal was opened for business in 1848 and became a mighty factor in the building of what is now the second city on the American continent, and New York may yet take second place, yielding the first place to Chicago. Chicago has today an area of 190 62-100 square miles and a population of about two and a quarter million people—people drawn to it from all of the States of the Union, as well as from all the nations of the earth.

In its street nomenclature there is evidence of the fact that the sons of the Old Dominion are held in honor, for we have Washington, Marshall, Jefferson, Randolph, Madison, Monroe, Clark, Harrison; soldiers, statesmen, patriots all, who owed and paid allegiance to Virginia. I could go on for hours telling you of the city to which I was transplanted over thirty years ago; the city which has adopted me and to whose upbuilding I have given the best years of my life, but I must get down to the exigencies of that city which brought about the building of the great canal which is my alloted theme. Chicago is built upon the shores of Lake Michigan, one of the lakes to which Proctor Knott applied the apt term, "unsalted seas." Lake Michigan has an area of 22,400 square miles and a maximum depth of 870 feet, and was—before white men multiplied around it—pure and undefiled, a healthful and grateful beverage. This body of water is, and has been from the beginning of its urban life, the reservoir from which Chicago has drawn its drinking water, but it has also been the pool into which Chicago has discharged its sewage. The pollution from this sewage was at first negligible, but as the city grew in population and in wealth the contamination was found to affect the water supply, and means of escape from this danger were earnestly considered. The first measure was that of establishing an in-take about two miles from shore, which was

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connected with the pumping works by a tunnel under the lake. For a time the relief was all that was desired, but the zone of polluted water kept encroaching upon the lake, and at last, with winds favoring such a result, it reached the in-take, and there was "death in the cup." The remedy was to drive the tunnels still farther out, and the in-takes were located four miles from shore. But the zone of pollution moved steadily out, and it was seen that something more radical must be done. In 1886 a board of expert engineers was called upon to advise measures of relief, one of the members Rudolph Hering—with a well-established reputation as a sanitary engineer. I have not time now to tell of the projects that this board recommended as alternative to reversing the flow of the Chicago River. They did recommend cutting a channel across the divide which separated the watershed of the Great Lakes from the watershed of the Mississippi Valley. The lake watershed in Illinois is a very narrow one, and the low point in the divide is about eleven miles west of the lake and its elevation was 11 72-100 feet above Chicago datum, which was the low water of 1847, which low water was 579 944-1000 feet above mean tide at Sandy Hook. This recommendation was adopted, and the Legislature, in 1889, enacted what is known as the Sanitary District Law, which permitted sanitary drainage districts to be formed, and provided for the abstraction of water from Lake Michigan for the purpose of diluting the sewage before it should be discharged into any flowing stream. The dilution demanded by this law was 20,000 cubic feet of water per minute for every hundred thousand inhabitants draining into the channel. This volume of dilution met the conclusions of scientists whose investigations determined that with this proportion of dilution fish life would not be destroyed by the impurities in the water. The Sanitary District of Chicago was formed in 1889 and by the latter end of 1892 the trustees—nine in number—elected in 1889, had completed an organization—Engineering, Clerical, Legal and Police—right of way had been purchased, and on the 3d of September, 1892, ground was broken for a canal, big with promise of good to the future of Chicago. The canal was proportioned to care for

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a population of 3,000,000 people, on the basis laid down by the experts, and this meant a flow of 600,000 cubic feet per minute. This called for the building of the largest artificial channel ever attempted by any people. It was designed for a minimum depth of 22 feet, with Lake Michigan at its lowest stage. The route lay across three distinct classes of material. For 7 8-10 miles westerly from Robey street, Chicago, where the artificial channel connected with the South Branch of the Chicago River, the material was clay; through this stretch the channel dimensions are 110 feet wide on the bottom, with side slopes of two on one and a resulting minimum surface width of 198 feet. The clay can be easily dredged and it is proposed to secure the full sized channel by that method of excavation. The succeeding 5 3-10 miles traverses a glacial drift which could be more cheaply excavated by dry methods, and the cross section through this stretch is 202 feet on the bottom, with side slopes of two on one, giving a minimum surface width of 290 feet. At the end of the 13 1-10 miles of clay, alternating with glacial drift, the Niagara lime stone is encountered, and for the next 14 89-100 miles the cutting is partially or wholly in rock. Wherever the rock does not come to an elevation of five feet above Chicago datum the sides are walled to that height. The cross section in rock is 160 feet wide on the bottom, with vertical sides, offsetting twice on the depth of the cut six inches on each side, so that the surface width is 162 feet. The slope or gradient in earth is one foot in 40,000, or ⅞ of an inch to the mile. In the rock the slope is one foot in 20,000, or 3¼ inches per mile, the computed velocity for the full flow in earth channel is 1 25-100 miles, and in rock channel, 2 9-10 miles per hour. I was invited, in June, 1893, to take charge of this work, in the capacity of chief engineer, which position I held until July 31st, 1907, when I resigned and was appointed consulting engineer; in that capacity I still serve the District. The controlling works which regulate the flow from this channel were located at Lockport, 28 miles from Robey street. They consist of seven Stoney gates, each with a width of 30 feet and a vertical opening of 20 feet, and a bear trap dam. This dam is the largest

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of its type ever built, being 160 feet on the crest and having a vertical movement of 17 feet. It is one of the most perfect pieces of hydraulic mechanism ever erected. There are special features in its construction never used anywhere else. It was designed by Assistant Chief Engineer Thomas T. Johnston, assisted by Mr. Earnest L. Cooley, and some features suggested by Mr. Alfred Noble, whose reputation is international. The channel was completed to the controlling works by the end of 1899, and on the 17th day of January, 1900, the waters of Lake Michigan began to flow towards the Gulf of Mexico, after an intermission of uncounted centuries; for the testimony of the rocks is, that the flow from the Great Lakes was once to the Gulf of Mexico, through the Illinois and Mississippi Valleys. Besides making this artificial channel we dug 13 miles of channel for the DesPlaines River, to divert it from the route selected for our sanitary and ship canal. In the creation of this channel we excavated 26,639,000 cubic yards of glacial drift and earth and 12,265,000 cubic yards of solid rock. To these volumes must be added 1,810,652 cubic yards of earth and 258,659 cubic yards of rock excavated from the river diversion, and beyond the river diversion work we excavated from the channel of the DesPlaines River 1,201,724 cubic yards, so that the sum of these quantities becomes 42,175,035 cubic yards. But that was not all; we built 457,777 cubic yards of the retaining wall and bridge masonry, and seven highway bridges and six railroad bridges across the channel. One of these railroad bridges was a four-track structure, one an eight-track and the other four double-track structures. We dredged the Chicago River to a depth of 26 feet and gave it a width of 200 feet and across that stream we built eleven modern bascule bridges. Since 1902 we have extended the channel southward from the controlling works for two miles between walls and embankments to a point where we secured a drop of 34 feet, and there we have erected and equipped a hydro-electric power plant designed for an eventual output of 40,000 net electrical horsepower, and now equipped for 25,000 horsepower. The city has reversed its sewers, so that their discharge is now into the Chicago River and the

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Drainage Canal, and the pollution of the lake has been so greatly diminished that the death rate from it has been reduced more than 91 per cent. from that of 1891, and in 1908 it was only 15 6-10 per 100,000. (Applause.) We have built the North Shore channel, to care for the sewage of Evanston and the North Shore villages, and we have entered upon the Calumet-Sag channel, to reverse the flow of the Calumet River, which now discharges into the lake. When all of these things have been done Chicago will have a water supply the purity of which will be surpassed by that of no other city supply in the known world. (Applause.) What has it cost up to date? Including the interest on bonded indebtedness, about sixty-six million dollars. There are now outstanding only $20,817,000 in bonds. All of this money has been paid by the people of Chicago and the territory adjacent to the city, a total area of 358 8-100 square miles, or 63-100 of 1 per cent. of the area of the State of Illinois and 11-10,000 of 1 per cent. of the area of the United States. And by 40 8-10 per cent. of the people of Illinois and 2½ per cent. of the people of the United States. I wish I might tell you about some of our special construction, such as our butterfly dam and our improved oscillating dam, as well as about our legal controversies for the right of existence, and also about the international phases of our work, but the stories are too long for this session.

What, besides conserving the health of Chicago, has this great work accomplished? It has cut away the barrier that for centuries has lain between the Great Lakes and the Mississippi Valley and made a Lakes-to-the-Gulf waterway possible; nay, more, it has made that waterway an assured accession to the transportation facilities of the Mississippi Valley. It has set the world an example of what can be done by a people who give to the work zeal, brains, energy and the money which supplies the human agencies with equipment, sustenance and incentive. It set the pace for the Panama Canal, but when that great enterprise was started even the Chicago pace was too slow for it, and a new world's record is being made. Now for the contrast: You of the Atlantic coast want a waterway, you need it in your business. Your coast is lined with big

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cities where wealth, "beyond the dreams of avarice," is hoarded. These cities want the "Atlantic deeper waterways," but they don't want it bad enough to spend their own money to develop it. They want Uncle Sam to do that for them which they can do for themselves; and he ought to do it, too, but will he? And if so, when? We of Illinois have been supplicants for aid for forty years, and Congress has kept us amused by surveys and reports, surveys that show that what we ask can be accomplished and reports that set forth the facts based upon those surveys and admit a cost so moderate that Congress should not hesitate to give the money, but then comes the conclusion of the report: "They don't need it." Who shall judge of your needs or of ours? Are we incompetent to decide what our transportation needs require? I think not. Illinois has voted twenty million dollars to carry on the work that Chicago has so grandly begun, and but for the scoundrelism of politicians we would now be digging 62 miles of channel extension and carrying water-borne commerce to the head of slack-water navigation on the Illinois River. Have we, adopted sons of Virginia's proudest daughter, no lesson worthy to be accepted by the ripened wisdom of the thirteen original members of the great Republic? (Applause.)

PRESIDENT MOORE.

Mr. Chairman: I understand that you are about to begin the call of the States, but kindly allow me first to say that two most important addresses will be made this afternoon. The Director of the Census will have something to say that I think will arouse the interest of all of us, and certain maps to illustrate his address will be displayed. The Chief of the Bureau of Public Roads of the United States will also deliver an address. Admiral Peary and Mrs. Peary will be here to-night as per program. This evening's program will be carried out literally. Whether all the States will be able to respond to the five-minute addresses remains to be seen. If they cannot all be heard now before the recess we shall have to call the rest of the States after this afternoon's exercises.

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Before we proceed, there is a matter of business that must be presented.

REPORT OF COMMITTEE ON CREDENTIALS.

Mr. Albrecht presented the report of the Committee on Credentials which was adopted.

Your Committee on Credentials begs to report:

1. That the membership of the Association at present consists of 103 trade associations, 4 waterway associations, 7 cities, 142 corporations and firms and 577 individuals, a total of 833, who would be entitled to 1432 delegates and votes in this convention.

2. That there have registered up to 5 P. M., Oct. 18, 1911, 594 delegates, duly accredited, whose credentials appear to be in proper form and all of whom are entitled to all of the rights and privileges of the Convention. Some of the local committee, although members of the Association, have evidently not thought it necessary to register and a few delegates have failed to register as yet, and consequently are not included in the above number.

3. In response to the general invitation extended to all persons interested in our movement to attend this Convention, a large number of visitors have accompanied delegates to this Convention; and it is a pleasure to note that these have availed themselves of the opportunity afforded by these sessions to become better acquainted with the work this Association is endeavoring to accomplish and it is hoped that all of these may become active members and thus be entitled to a voice in the deliberations of the Association.

4. It is eminently fitting that particular mention should be made of the large number of ladies (over 250) who have accompanied the delegates to this Convention, and the Association should feel highly gratified and honored that its work is receiving such active and earnest support from them, as is evidenced by their attendance at the business sessions of the Conventions notwithstanding the many attractive forms of entertainment and enjoyment offered by the local committees of ladies and gentlemen.

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5. The total number of persons in attendance at this Convention, including delegates, ladies and visitors, is conservatively estimated at ever 900, and showing as it does a large increase over the attendance at Providence last year it evidences a very gratifying growth in the interest of our members and of the various sections of the Atlantic Seaboard in the work of our Association.

Respectfully submitted for the Committee.

EMIL P. ALBRECHT,
Chairman.

Richmond, Oct. 18, 1911. (The report was adopted.)

NOMINATING COMMITTEE APPOINTED.

On motion of Dr. Burton, of Delaware, the chairman was authorized to appoint a nominating committee to select candidates for officers for the ensuing year.

The Chair appointed the following committee: Hiram R. Burton, of Delaware, Chairman; Albert E. Davis, of New York; James B. Blades, of North Carolina; Theodore Justice, of Pennsylvania; Henry B. Hebert, of New York.

CALL OF STATES—MR. WELLS, OF NEW YORK.

CHAIRMAN HEALD: I will first call upon Mr. James L. Wells, of New York.

Mr. Chairman, Ladies and Gentlemen:

This request for me to speak for New York, on the roll-call of the States represented in this great Convention, is an unexpected honor.

The New York delegation desired, that when this order of business was reached, our colleague, Mr. Henry Lewis Morris, a Vice President of the North Side Board of Trade in the City of New York, should respond for the Empire State. Mr. Morris has attended the various sessions of this Convention, but at present he is absent from the hall.

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It would have been especially appropriate that Mr. Morris should have spoken for the State of New York. He is deeply interested in the development of its inland waterways and terminal facilities, and in the proceedings of this Convention. Besides this, he is a representative of that distinguished New York family which has given to our country many eminent men, among them the renowned General Lewis Morris, a signer of the Declaration of Independence, and that far-sighted statesman, Gouverneur Morris, who projected the Erie Canal, which has made New York City the great commercial metropolis of the western hemisphere, and which has been of inestimable value to the prosperity of our State and Nation. (Applause.)

The State of New York has sent to this Convention a large delegation of representative citizens, members of active civic organizations, for the purpose of emphasizing the deep interest taken by our great Commonwealth in the comprehensive development of inland and intra-coastal waterways as advocated by the Atlantic Deeper Waterways Association.

The people of New York have never been indifferent on this important subject. The vast sums expended by the State of New York for the construction, the enlargement and maintenance of her canals and for providing adequate terminal facilities for the proper accommodation of her constantly increasing commerce are convincing evidences that her people realize fully the paramount importance of these improvements. Upwards of $230,000,000 of her own funds have been expended by the State of New York in building and developing her extensive system of waterways. These great arteries of commerce are owned by the State. They furnish cheap and convenient transportation for the products of the Great West as well as for those of her own people. They benefit the entire country and they can never be diverted to private purpose or merged into any pool.

In anticipation of the early completion of her two thousand tons barge canal and the Panama Canal and, with a view of still further fostering commerce, a proposition is to be voted upon by her people at the ensuing general election in Novem-

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ber, authorizing the State to expend upwards of $20,000,000, additional, of her own funds for the purpose of providing increased terminal facilities, including docks, wharves, basins, freight sheds and machinery for handling freight at the ends of and at numerous intermediate stations along her canals. In addition to this, her people will also vote in the coming November on an amendment to the State Constitution providing for the protection of the canals, piers, basins and other terminal facilities belonging to the State, so that they cannot be diverted to other or private purposes.

Time will not permit me to enumerate the expenditures that have also been made by various municipalities in the State of New York for the acquisition of private properties, for ceding the same to the United States, for the construction of enlarged and expensive docks and piers, for the removal of obstructions to navigation, for the rebuilding of bridges and for the readjustment of public thoroughfares for the better accommodation of the vast commerce that comes to her cities and towns along the seaboard, along her lakes and along her canals.

These expenditures are not brought to your attention for the purpose of boasting, nor for the purpose of suggesting invidious comparisons. They are stated because they emphasize the wise policy in connection with waterway improvements that has been pursued by the State of New York during the past century. The phenomenal growth of her cities and towns are unquestionably very largely due to that policy. (Applause.)

Mr. Chairman: The State of New York has not any expensive plan or scheme for the development of her waterways to submit to this Convention. Her delegates have not asked this Convention to consider or to recommend any large national appropriation for the especial benefit of the State of New York. We have come here to co-operate with you to aid in developing the waterways of all the States along the Atlantic coast, particularly the inland water route from Maine to Florida. We favor liberal appropriations for these purposes

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and, in connection with them, the State of New York will do its full share. (Applause.)

All that New York asks from this Convention is its moral support of the policy she has pursued in developing her own waterways, almost entirely at her own expense. All that the State of New York asks for its waterways is sufficient appropriations by the Congress of the United States to complete, as soon as possible, the long delayed improvements in our harbors, lakes and rivers over which the general Government has exclusive jurisdiction and to which it has been committed for years. Many of these works, which are under the exclusive jurisdiction of the general Government, have necessarily required our State and her municipalities to expend large sums of money. This is especially so in the case of the City of New York. For instance, the City of New York, for rebuilding bridges across the Harlem Ship Canal, in compliance with the requirements of the War Department, has expended ten times the amount appropriated by the general Government for the improvement of that important waterway.

We are confident that we will have your hearty support in insisting that this and other similar works to which I have referred, be completed without further delay, not for the benefit of the State of New York only, but for the benefit of the commerce of the entire country. (Applause.)

In closing, let me, on behalf of the members of the New York delegation, acknowledge the hearty reception and cordial welcome extended to us by the people of the City of Richmond. Our delegates have had a true Southern welcome. Every moment we have spent here has been a delight and the remembrances of our visit will be "a joy forever." (Applause.)

CHAIRMAN HEALD: There will be one more five-minute address. I shall ask Mr. Alfred Schreier, of Virginia. (Cries of "Not here.")

The call of States, then, will be continued to its appropriate place in the program this afternoon, and I now declare the convention in recess until 2.30 o'clock.

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SECOND DAY—AFTERNOON SESSION.

THE AUDITORIUM, HOTEL JEFFERSON,

RICHMOND, VA., October 19, 1911.

The convention reassembled at 2.30 P. M., Hon. Anthony Higgins, of Delaware, presiding officer.

PRESIDENT MOORE: While we are waiting for the convention to assemble, we will have the report of the General Executive Committee read by Mr. Burk. (Adopted as read.)

REPORT OF THE EXECUTIVE COMMITTEE.

No meeting of the General Board was held during the year, but the Executive Committee met and gave full and hearty approval to the acts of the executive officers. The work of the year is here briefly outlined:

In October. President Moore, Secretary Burk and Frederick W. Donnelly of Trenton, attended an important meeting of the Chamber of Commerce, at Troy, N. Y., and the Secretary prolonged his trip as far as Little Falls, taking photographs of the work being done on the Erie Canal.

In November. The President attended Convention of Mississippi to Atlantic Inland Waterway Association at Pensacola, Florida, and that of the Lakes-to-the-Gulf Deeper Waterway Association, at St. Louis, making addresses at both.

In December. The officers opened headquarters at the New Willard Hotel, Washington, during the Rivers and Harbors Congress, and distributed a large amount of literature.

In January. The officers and a large party of Congressmen, including the chairman of the New Committee on Rivers and Harbors, and other members of the committee, attended the celebration of the opening of the Beaufort Cut, made ad-

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dresses at Elizabeth City, N. C., and on the way to Norfolk passed through the Dismal Swamp Canal, visiting Lake Drummond en route.

In May. The President escorted a Congressional party through the Chesapeake and Delaware Canal, and

In June. A large party of Congressmen, including many new members of the Rivers and Harbors Committee, were taken through the Delaware and Raritan Canal and down the Delaware River to Philadelphia, being entertained at Trenton over night and making speeches en route. Another expedition with Congressmen was also made to the Delaware Breakwater.

The President also made two trips to Richmond to make arrangements for the convention, and delivered many addresses during the year.

The most important work of the year was the preparation and publication of the report of the Committee on Traffic. The engineers had asked for information respecting the traffic along the route of the proposed waterway, and it seemed impossible to get it for them except by organized effort. The President therefore appointed a special committee with Prof. Emory R. Johnson as chairman, to collect data and make a report. It prepared a very valuable pamphlet dealing with all phases of commerce on the Atlantic coast, from Boston to Beaufort, answering the inquiries of the engineers respecting all the links on the North Atlantic coast. The preparation and publication of this report involved the Association in an unexpected expenditure of about $1000, but the money was well spent.

Through the publicity given to the work of the Association thus briefly outlined the membership has been largely increased, so that if other convention cities should follow the example of Richmond and contribute $2500 towards convention expenses, including the publication of the Proceedings. that amount, together with the dues of members, may be expected to pay all ordinary expenses.

It is nevertheless desirable to increase as much as possible the revenue of the Association, as upon the amount of dues

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collected must depend the extent of the activities of the Association.

More than two-thirds of the income is spent directly in promoting some form of publicity, the chief agencies being the report of the Proceedings and the Monthly Bulletin and special papers, such as the report of the Committee on Traffic and speeches on waterway subjects made in Congress and elsewhere.

PRESIDENT MOORE: No man in this country has had a better view with regard to internal improvements, nor a more intense interest in the development of the waterways along the Atlantic coast, nor a finer appreciation of their relative importance as compared with other waterways of the country, than the distinguished Delawarean who will be introduced in a moment to preside over your deliberations this afternoon. It has been to the President of this Association a matter of extreme gratification to know that men who are engaged from time to time in work along the rivers and canals have urged this movement along, and that strong, thoughtful men should join with us and bring to the Association all the dignity and elements of statesmanship. We have United States Senators, Governors of States, Mayors of cities, big men, thoughtful men, all of them, interested and helping along the project. Without taking up any more of your time I want to present to you now the presiding officer of this, the closing business session of the convention, the Honorable Anthony Higgins, former United States Senator from Delaware. (Applause.)

HON. ANTHONY HIGGINS, OF DELAWARE, CHAIRMAN.

Mr. President, Ladies and Gentlemen:

I feel, on behalf of the delegation from Delaware, that I would not be fair to them if I did not take this opportunity to express our sentiments of appreciation of the graceful and courteous hospitality of Richmond and my own deep interest in visiting this historic city. No greater tribute could be paid than is paid at this moment by this big array of empty benches, for we are running against a strong competitor this after-

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noon. (Laughter.) I feel, in the few moments I dare take up, especially after the time that has been lost by the slowness of the company coming together, like asking where we have gotten to. What is the point that has been reached in the furtherance of the great object of the formation of this Association? I feel that it is a moment of optimism; that we are coming into our own; that the ship is already started down the ways and we will soon see her lighting gracefully upon the water. I do not know that due sense has been taken of the importance of the utterance by General Bixby, the chief of engineers, in his letter to our President that has been read during our proceedings and has been published in the press. But in that letter he says that he hopes to be able to send the complete report of the Boards of Engineers from Massachusetts to Texas to Congress in its coming session, in ample time for it to be acted upon. (Applause.) That, Mr. President, is the most pregnant, the most important utterance since our organization. It must mean that the separate boards that have acted on these projects have arrived at conclusions which call for the action of Congress, and that can mean nothing but favorable reports. (Applause.) Now, what will be the report upon our link of this coastal line? We will have to wait upon the official announcement. I have kept pretty close tab on the matter, learning what I could from our local officer of engineers. Since I have arrived here I have learned that the cost of the New Jersey canal will be about $35,000,000. I have reason for believing that the construction of the Chesapeake and Delaware Canal and its approaches will cost less than $10,000,000, with a 25 feet depth and 125 feet width; that will probably be the size for the Jersey canal. I also understand here that the people of Norfolk are content with a canal of 12 feet depth and 90 feet width, and I believe that will be constructed at a cost of less than $5,000,000. The Chesapeake and Albemarle Canal Company has tendered their structure to the Government for $500,000; that would make the cost less than $5,500,000. On the basis of all these figures, including $12,000,000 for the Rhode Island link, the cost of this chain to the Government would be about $65,000,000. You heard this morning of the

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progress of the canal through Cape Cod, so that probably, without a penny from the Government or through the agency of this Association, you are to have that link furnished, so that minus the Rhode Island link the cost to the general Government would be $53,000,000. And then you will have open this imperial waterway, and what I am going to say is said with reflection—without a superior upon this globe. (Applause.) The Pennsylvania Railroad had a bond issue in 1910 of $200,000,000, and a stock issue of $400,000,000, or $600,000,000 entirely. I venture to say that that system will not be more valuable than the system from Boston to Beaufort when it shall have been completed, with its terminals. (Applause.) And that system, if capitalized for the money it would save for commerce, and agriculture, and development, and improvement of the country, could be capitalized at one thousand million dollars. (Applause.) If the engineers send this to Congress with the mark of their approval, will Congress halt? Will it halt on a problem and proposition like that? I cannot imagine it, or that they will hesitate to begin the expenditure of the $18,000,000 to open at last the North Carolina sounds, (applause) to kiss the lips of their sister of the Chesapeake. I cannot imagine it.

We have three branches of Congress: the Executive, the Senate and the House. I do not know if the Executive sends this, with approval, to Congress that there will not be bricks thrown at it. If this is not done, Congress can act on its own initiative for, having three branches of independent government, if any one party does not choose to act and deserts the strategic point, it remains for the other to assist it, and with the approval, the backing, the support now and hereafter of the thirty-seven millions of people east of the Alleghanies. (Applause.) It means, in a word, that this waterway incorporates and embraces the whole of the massive coast-wise commerce of the United States. (Applause.) And that is all the commerce we have, for we have no ships to speak of to pass through the Panama Canal. We have spent $400,000,000 for others, let's spend a little for ourselves. (Applause.) Now I say, therefore, gentlemen, we are on the eve of suc-

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cess. Our hopes are about to be realized. The coming Congress will act, and immediately, before a Presidential election, and will act in our favor. We will have these canals and links in this chain authorized, and the construction begun. The others will be added to it. Our business after that will be devoted to the formation of terminals. With the Erie Canal, the Panama Canal, the Belmont Canal, with terminals, this nation will be lifted to the pinnacle of greatness and grandeur, of prosperity that will stand without comparison in all human experience. (Applause.)

In order that we may dispose of such business as is imperative, and with the participation of the largest number of those who gave their attention this afternoon, it has been thought best to introduce at this time, and before the interesting addresses that are to come, the consideration of the resolutions that will be presented on behalf of the Committee on Resolutions, in the absence of its chairman, Mr. Small, by Mr. Goulden.

REPORT OF COMMITTEE ON RESOLUTIONS

1. The Atlantic Deeper Waterways Association, in Convention assembled at Richmond, Virginia, October 17th-20th, 1911, makes the following declaration of its purposes and commends them to the consideration and approbation of all patriotic Americans and particularly of the thirty millions inhabiting the Atlantic Seaboard:

2. We demand in the name of this great host of producers, distributors and consumers the construction, at the earliest possible moment, of a deep-water inland channel from below Cape Hatteras to Boston Harbor, covering a distance of not less than six hundred miles, and the ultimate, but early extension of such waterway Southward to Florida and the Gulf of Mexico; and we point to the fact of momentous importance that upon a channel thus constructed at least nine-tenths of the existing commerce along the Atlantic coast could be conducted.

3. We base this demand chiefly upon the indisputable right of these thirty million Americans to have the advantages

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already supplied by the natural interior waterways paralleling the coast so improved by the removal of less than one hundred miles of obstructions that the flow of commerce may be facilitated, the costs of transportation lessened, the production of wealth stimulated and the destruction of property off the coast stopped.

4. We direct attention to the facts that:

(a) Between the years 1900 and 1909 disasters to shipping along the Atlantic Seaboard involved nearly 6000 vessels, the loss of 2200 human lives, and the destruction of nearly forty million dollars worth of property, all of which could have been saved and all future losses prevented by the expenditure of a few million dollars for the opening of an inside deep-waterway.

(b) That while one dollar will carry a ton of freight four miles on a dirt-road, ten miles on a first-class stoned road, and one hundred and twenty-seven miles on a railroad, it will carry a ton of freight not less than twelve hundred and fifty miles on the Great Lakes or upon a well-ordered river, bay, or deep artificial channel.

(c) That as the taxes for transportation in this country by railway, water and wagon put a burden upon the people of five thousand million dollars a year, or six times the total revenues of the Federal Government, and fifteen times the amount collected from customs at the ports, the question of the reduction of this tax by cheapening the movement of commodities consumed by ninety million people is of the first importance and cannot be neglected without infliction of grave wrong upon the nation.

5. It is a circumstance of high importance that the route of this proposed waterway lies along the fruit and vegetable producing regions of North Carolina, Virginia, Maryland, Delaware and New Jersey, and that great reservoir of salt water food—Chesapeake Bay and its adjacent and tributary waters. The entire region is the market-garden from which the millions of the cities and towns from Boston Southward draw much of their sustenance. This fertile region is now but partly developed because of the lack of cheap transporta-

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tion for perishable commodities, and there is a certainty that when a deep free channel shall be opened for power-boats, large and small, there will be strong stimulation of production, lowering of carrying costs, and cheaper victuals for the cities and towns along the line of the channel.

6. We invite consideration of the fact that the proposed waterway will hurt no established interest and will trespass upon no vested rights, but will help every interest that has an honest basis. Instead of diverting traffic from old channels to the new, it will certainly enlarge the volume of business for railroads, producers, merchants and communities and will bring indirect but large benefits even to populations away from the seacoast.

(a) The experience of Europe, which has persistently developed and enlarged its waterway systems while we have neglected or destroyed ours, proves that everywhere the largest cities, the densest population and the greatest industrial growth appear in regions that are abundantly supplied with transportation, and especially cheap water transportation.

(b) The waterway does not merely divide established business with the railway, it makes more business for both agencies. When the great ship canal between Liverpool and Manchester was constructed Liverpool was afraid; but thirteen years after the canal was opened the revenues of the port of Liverpool had increased five times. The railways have always gained from competing waterways established upon right lines, a part of their gain being from the substitution of high class freight for low class freight. It is an invariable rule that increase of traffic facilities leads directly to increase of use. Water transportation being confined to fixed channels, contributes largely to the growth of railroad traffic in collection and distribution over large areas.

(c) In 1886 the River Main in Germany was canalized from Frankford downward, so that it became a part of the Rhine River navigation system, and in the next 20 years the population of Frankford increased from 140,000 to 500,000, a greater increase than had occurred during the preceding eighteen centuries.

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7. We commend in the warmest manner the movement begun by the Legislature of New Jersey, and entrusted for its advancement to a Commission of progressive citizens, for the purchase by the State of a right-of-way for a deep water ship canal from the Delaware River to the waters about New York City, which right-of-way shall be offered as a free gift to the Federal Government. We strongly urge the public spirited citizens of New Jersey to consummate this project for which complete surveys have been made by the engineers of the United States Army, and the Congress of the United States to accept the gift and speedily authorize the construction of a canal along the route chosen by the engineers.

8. By the Act of March 3, 1909, the United States Army Engineers were directed to make survey for the construction of a waterway on interior lines along the Atlantic Coast. This survey has been completed and a report upon it will be made to Congress at the next session of that body. When it shall be made, prompt and favorable action for the beginning of the work of construction should be taken by Congress, and a commencement may well be made at some point of least resistance along the line where the actual opening of a section of the canal will afford practical demonstration of the value to commerce of such a waterway. We express the opinion that the time for talk about this great project has ended and the time for action has come. A project plainly indicated by nature, against which no reasonable argument has ever been presented, which has encountered no open opposition, which will help everybody and hurt nobody, which will give cheaper transportation, lower costs of food, and a larger scope for commerce to one-third the people of the nation, and which will involve an outlay not larger than that required for the construction of half a dozen battleships, should be carried forward to consummation without further argument or consideration. The Panama Canal as a money-maker, a money-saver and a help to the movement of commodities handled by this nation, has, in our judgment, actually smaller importance than this waterway, in behalf of which we invite, urge and demand the early action of the Congress of the United States.

The resolutions were adopted by unanimous vote.

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ADDITIONAL RESOLUTIONS.

Mr. Wells, of New York, offered the following additional resolution with the approval of the Committee:

The Atlantic Deeper Waterways Association, assembled at Richmond, Va., in its fourth Convention, desires to place on record its emphatic declaration in favor of the immediate improvement of existing water terminals; the prompt provision of such terminals where needed and where at present none exist and that in all cases ample provision be made for future growth and the installation of facilities suited to modern competitive conditions and the character of business to be handled at such terminals.

2. As the work of providing such terminals and the cost thereof does not come within the scope of the plans and work of the Federal Government, but must be and properly should be, undertaken by the states, cities, towns or other political subdivisions in which said terminal facilities are located, we urge upon the communities interested prompt action in the matter and we desire to emphasize that in all cases the control or regulation of the terminals should vest in the community in which they are located, whether or not they be publicly or privately owned.

3. We commend heartily such legislative bodies, as, recognizing this need having already by legislation or appropriation taken steps to furnish such terminals or to authorize communities within the State to make such provisions.

4. We especially commend the action of the Legislature of the State of New York in authorizing, subject to approval of the voters of the State, an issue of funds to the amount of $19,800,000, for the provision of suitably equipped public terminals for inland water borne commerce and trust that the voters of the State will, in the approaching election, register their hearty approval of the wise action of their representatives.

Unanimously adopted.

Mr. Dickson offered the following:

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Resolved. That the President of the Association shall appoint a committee of which he shall be a member and the Chairman, to present these Resolutions to the President of the United States, to the Secretary of War, the Chief of Engineers, the President of the Senate and the Speaker of the House of Representatives, to the end that the report of the Board of Engineers on the Waterway from Boston to Key West shall be submitted promptly to Congress at the beginning of its approaching session, and that its recommendations shall be at this session enacted into law.

(Adopted.)

President Moore appointed the following committee, of which he is chairman, to wait upon the President, Vice President and Speaker of the House to present the Richmond convention resolutions: Hon. Anthony Higgins, Delaware; Commodore Frank Fessenden Crane, Massachusetts; Mr. A. Homer Skinner, Massachusetts; Mr. E. H. Warner, Connecticut; Mr. Oscar Gildersleeve, Connecticut; Mr. Lyons Delaney, Rhode Island; Hon. Joseph A. Goulden, New York; Mr. Henry H. Hebert, New York; Hon. Fred W. Donnelly, New Jersey; Mr. Walter Wood, New Jersey; Hon. William H. Heald, Delaware; Mr. William T. Budd, Delaware; Dr. Hiram Burton, Delaware; Dr. David H. Carroll, Baltimore; Hon. J. Charles Linthicum, Maryland; Mr. Harvey M. Dickson, Virginia; Mr. T. M. Carrington, Virginia; Hon. John H. Small, North Carolina; Mr. James B. Blades, North Carolina; Col. Pleasant A. Stovall, Georgia; Hon. Duncan U. Fletcher, Florida; Mr. George F. Miles, Florida.

CHAIRMAN HIGGINS: Now, gentlemen, there is another movement quite as wide in the country as waterways, and that is the movement for good roads. The two will bring up the comforts and conveniences of American life to European standards, and it is a matter of great interest that we can have an address this afternoon on the subject of "The Relation of Highways to Waterways," by the Director of the Bureau of Public Roads of the Department of Agriculture, the Hon. L. W. Page. (Applause.)

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THE RELATION OF HIGHWAYS TO WATERWAYS

Mr. Logan Waller Page, Director of the Bureau of Public Roads, Department of Agriculture

Mr. Chairman, Ladies and Gentlemen:

Transportation is a fundamental necessity for human development and progress. No matter what one's occupation may be, existence is always dependent upon transportation. Directly or indirectly, we are dependent upon transportation for the manifold necessities of life.

Our chief means of transportation may be classified under three general heads—highways, railways and waterways—all intimately related and interdependent. The improvement of our wagon roads would have but little general value without a corresponding improvement of our railways and waterways. Navigable streams are comparatively inefficient in our great transportation system without efficient railroads and improved highways. The improvement of our wagon roads, railroads and waterways should, therefore, move forward together. This has not been the case, however, for the improvement of waterways and highways has not kept pace with the development of our railways. While we have the most superb railroad system in the world, our public roads are worse than those of any other civilized nation. Many of them are so bad during the winter and spring that they might even be classified as *unimproved inland waterways*.

The present bad condition of our public roads and the neglected development of our inland waterways are an economic misfortune. We have about 240,000 miles of railroads in the United States, while we have only 188 000 miles of improved wagon roads, and it is estimated that we have between 55,000 and 60,000 miles of waterways, of which only about one-half are now navigable. In other words, we have only seven-tenths of a mile of improved wagon road for each mile of railroad, and about 6 miles of improved road for every mile of navigable waterway.

A careful investigation conducted by the Office of Public Roads in a number of counties in different parts of the country has revealed the fact that about 20 per cent. of the high-

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ways carry about 90 per cent. of the traffic, and as we have about 2,200,000 miles of public road, it follows that about 440,000 miles should be improved, which would give us nearly 2 miles of good highway for every mile of railroad, and about 15 miles for every mile of waterway now in use. This mileage would probably be sufficient to accommodate our present needs.

Improved roads are just as essential factors in the transportation problem as deep waterways and railways. We may have the best railroads and the finest system of waterways in the world, but their usefulness is seriously impaired unless the main highways are good at all seasons of the year. If our principal highways were passable at all times for heavily loaded vehicles, there would not be such great variations in rates and less likelihood of freight congestion. More and better boats could be used on rivers, lakes and canals, and the rolling stock of railroads could be employed to better advantage. The freight could be handled more cheaply, while the farmer could take advantage of market prices.

The tonnage of freight shipped by water in France represents about 25 per cent. of the gross tonnage of the country. I believe that this high proportion is partially due to the fact that France has the most perfect system of highways in the world. These superb highways serve as regular feeders to the waterways.

Numerous examples might be cited of agricultural communities in the United States having good shipping facilities by rail or water, or both, but where the common roads are so poor that it sometimes becomes necessary to ship in large quantities of agricultural products from distant places in order to supply local demands. There are actually hundreds of agricultural communities, particularly in the South, where the incoming shipments of such commodities by rail or water exceed the outgoing shipments, and it is obvious that with a system of improved roads, most of these communities would be self-supporting at least.

Two or three specific examples may be cited to corroborate these statements. At one point in Virginia, which is provided with good water and railroad transportation to all of

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the great markets of the East, the incoming shipments by rail, of farm products during the year 1909, exceeded the outgoing shipments of the same kind of products by 4,304 tons. These commodities consisted principally of meat, corn, flour, meal, potatoes and hay.

The incoming shipments of hay, for instance, exceeded the outgoing shipments by 1,303 tons, and of flour and meal by 2,085 tons, and of meat by 263 tons. About the only articles of consequence that were shipped out in greater quantities than were shipped in, were tobacco, pickles and tomatoes.

The roads of the county here referred to are exceedingly bad, or at least they were previous to 1910. The county during that year issued $100,000 in bonds with which to improve the main roads, and it is believed that this improvement will result in making this county a shipping rather than a receiving point for farm products.

Extensive mining operations are carried on in several counties in Virginia, and the mining camps afford an excellent cash market for farm products, yet the records of the railroad stations in two of these counties show that the incoming shipments of food stuffs during 1910 exceeded the outgoing shipments at the rate of about ten to one, and that they are of a kind that could be produced in the counties to which they were shipped. These two counties have recently issued $1,064,000 in bonds for road improvement. These facts bring before us a great economic problem, namely, to so adjust the production and consumption of staple commodities that any given community will export or ship out only a surplus. The relation of good and bad roads to this problem may be illustrated as follows:

Draw a series of concentric circles about a market town, or railroad station. Call these "zones of production," in all of which the roads are uniformly bad. Within the first zone, all products can be delivered to market at a profit. Within the second zone, certain products must be eliminated because of the length of haul. In the third zone, still other products must be eliminated because of the prohibitive cost of hauling. The fourth zone includes only those products which can be held

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until the roads are passable, and then hauled long distances to be sold at a profit. Beyond this zone, the land must be left unproductive or utilized for grazing and timber.

Every improvement in the roads leading from this market extends these zones and makes unproductive land productive, and enables the farmer to exercise a wider discretion in determining the character of crops which he can grow to best advantage. The prosperity of the individual farmer becomes far greater, the traffic of the railroads and waterways increases, the consumer receives better supplies at lower prices, and thus the beneficial effects continue in an everwidening circle.

The high cost of hauling is only one of the burdens which the American people are carrying by reason of bad roads. In traversing a country isolated from markets because of poor roads, one is struck by the waste in untilled land and by the lack of variety in the products. This is due more frequently to lack of adequate transportation facilities than to the lack of industry and intelligence.

A comparison of the cost of transportation by road, rail and water reveals some most interesting facts. The average cost of transportation by wagon road in the United States is estimated to be about 25 cents per ton per mile, which may be reduced to from 10 to 15 cents per ton per mile on improved roads. The average rate per ton per mile on the railroads in 1909 was about three-quarters of a cent; the average cost of transportation on the Great Lakes and inland waterways is estimated at from one-third to one-quarter of a cent per ton per mile; while the rate of transportation on the open sea is only about three-fourths of a mill. In other words, we find that for $1 it is possible to haul one ton four miles on the average country road, and about 10 miles on a good highway, 140 miles by rail, 300 to 400 miles by lake or inland waterway, and about 1300 miles on the open sea. In short, before the farmer can avail himself of these cheaper means of transportation he must overcome the great resistance between his field and the nearest railroad station or wharf.

In 1837, railroads charged 7 1-3 cents per ton per mile,

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Seventy-two years of progress has resulted in bringing the cost of hauling by rail to about three-quarters of a cent, or about one-tenth of the original rate. Previous to 1825, when the Erie Canal was completed, the cost of transporting a ton of merchandise between Buffalo and New York was $100. The rate of transportation over the Erie Canal at its opening ranged from $6 to $15 per ton, but about twenty-five years later the rates averaged from $3 to $7 per ton. In 1906 the rate on grain was about five cents per bushel, or about $1.65 per ton. In 1905 and 1906 the average charge of 1.27 mills per ton per mile was made for sugar by the ocean haul between Rio Janeiro and New York, a distance of 5,000 miles. Seventy years ago the charge for hauling on the Old Cumberland Road was 17 cents per ton per mile, and this allowed a profit. At the present time it costs the average American farmer about 1.6 cents more to haul a bushel of wheat a distance of 9.4 miles—from his farm to the neighboring railroad—than it does to ship it from New York to Liverpool, a distance of 3,100 miles. (Applause.)

It will be seen, therefore, that our railroad, canal and steamship rates have gone down, and that our common road rates have remained practically stationary, except in those sections of the country which have built hard roads. As long as these conditions prevail, we cannot expect the price of food stuffs to go down. Railroad and steamship rates cannot be materially reduced. The only way by which we may expect any great reduction in the total cost of hauling is by the improvement of the wagon roads, or increasing the mileage of waterways. Therefore, instead of devoting ourselves entirely to the leak from the spigot, let us give a share of our attention to the waste at the bung-hole.

Our railroads are handling each year about 825,000,000 tons of freight originating on their respective lines. In addition to this, our lakes and inland waterways handle upwards of 100,000,000 tons annually. Of this amount it is safe to assume that at least 400,000,000 tons represent agricultural, forest, miscellaneous and manufactured products which pass over our common roads, either at original shipping points or at points

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of delivery. If we assume that the average haul on common roads is only 8 miles, and the cost is 25 cents per ton per mile, it is safe to say that the total cost of this haul by wagon road would amount to at least $800,000,000 annually.

To meet the possible contention that this is a high estimate, attention is called to the fact that millions of tons of agricultural, forest, mining and miscellaneous products are hauled directly from the producer to the consumer, and do not reach the railroads or the waterways. The cost of this hauling is not included in the total. Furthermore, a large bulk of the cotton crop, which amounts to approximately 3,000,000 tons annually, is hauled from farm to gin, thence back to the farm, and finally to the railroad station or wharf. The cost of this extra hauling is not included in the above total. On the other hand, it should be stated that large quantities of agricultural, forest and miscellaneous products are not first hauled over common roads before they reach the railroads and waterways.

It is evident that the slightest difference in the cost of hauling over the wagon roads would make a difference the aggregate of millions of dollars. The possibility of saving by road improvement can be seen when we compare the cost of hauling in France, Germany and England with the cost of hauling in this country. The average in these three countries is about 10 cents per ton per mile, and in many cases it is as low as 7 cents.

In the Southern States it has been found that when the roads have been surfaced with hard materials, such as gravel or crushed stone, two horses can easily draw from 10 to 12 bales of cotton to market with greater ease and in less time than they could have drawn 2 or 3 bales before the roads were improved. Similar results have been obtained in the Northern States by road improvement. From these comparisons it will be seen that the cost of hauling may vary from 50 cents per ton per mile on bad roads, to as low as 10 cents per ton per mile on improved roads.

If by the improvement of the main roads in the United States, we can cut the average cost of hauling in half, we would still be about 1½ cents per ton mile over the average for

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the three European countries named. If we can do this, and I believe it can be done, it follows that our annual saving would be approximately $400,000,000. At this rate it will be seen that in less than six years we would save enough on the cost of hauling alone to improve 20 per cent. of all the roads in the United States at the rate of $5,000 per mile. (Applause.)

It is well known that hauling by water is the cheapest form of transportation, and that low rates by road, rail or water create traffic. It is apparent, therefore, that the improvement of rivers and harbors will be beneficial not only to the farmer and manufacturer, but to every individual requiring food, clothing and shelter. (Applause.)

CHAIRMAN HIGGINS: We are all glad that the Thirteen Original States are incorporated in the membership of this Association, and the fact that there are enough more in it to make up the eighteen along the Atlantic coast. We are having this afternoon, now, an address on the "Population, Industries and Commerce of the Thirteen Original States," by Hon. E. Dana Durand, the Director of the Census. (Applause.)

POPULATION, INDUSTRIES AND COMMERCE OF THE THIRTEEN ORIGINAL STATES

Hon. E. Dana Durand, Director of the Census

Members and Delegates of the Association, Ladies and Gentlemen:

When the Constitution of the United States was adopted the population, commerce and industries of the country were practically confined to a comparatively narrow strip of territory along the Atlantic seaboard, extending from Maine to the northern boundary of the present State of Florida, which was then a Spanish possession. The Thirteen Original States, which occupied this territory, were New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina and Georgia. Out of certain territory then comprised within these thirteen States three additional States have since been created, namely, Maine, Vermont and West Virginia, aside from the District of Columbia. It is the pur-

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pose of this paper to show the progress of this territory from 1790 to the present date and to indicate the proportions which its population, industries and commerce bear to those for the entire United States.

It goes without saying that the progress of the Thirteen Original States, taken by themselves, is less in absolute numbers and percentages than the progress for the entire United States. Naturally, the rate of growth in the vast territory which in 1790 was practically untrod by the white race, has been enormous. Had it not been, however, for this great development of the area west of the Alleghanies, the progress of the Thirteen Original States would have been far less than it has been. The Original States have sent out their millions of people to develop the outlying territory of the country, but those who have remained behind have multiplied and prospered the more by reason of their commerce with the newly developed regions. The record, therefore, shows a marvelous progress in the population, industry and commerce of the States along the Atlantic seaboard.

The land area of the Thirteen Original States is 376,483 square miles, and while the territory possessed by the United States as a whole in 1790 was immensely greater, the population was largely confined to this smaller area. The census of 1790 found in it 3,820,000 inhabitants out of the total of 3,929,000 for the entire area of enumeration. In this same area of 376,483 square miles there are at the present time 37,311,000 people, almost ten times as many as there were one hundred and twenty years ago. Meanwhile, through the Louisiana Purchase and other acquisitions, the territory of the United States has been expanded until, without counting its outlying possessions, it comprises an area of nearly three million square miles (2,970,230), while the population of the entire country has increased from less than four millions to nearly ninety-two millions. Instead of a paltry hundred thousand or two in the area outside of the Thirteen Original States, that area now has more than fifty millions of people.

With the great increase in the population of the Atlantic coast States since 1790, there has gone a great change in the

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character of its industries. In 1790 the Thirteen Original States were primarily agricultural communities. As the great areas west of the Alleghanies, superior in fertility of soil and in ease of cultivation, have been opened up, these newer areas have become our chief sources of agricultural products. They supply a large part of the raw material for food and clothing of the States along the Atlantic seaboard, while the latter in turn have become more and more manufacturing communities. The exchange of the manufactured products of the East for the agricultural products of the central and western States is beneficial to both parties to the transaction.

This change in the industrial character of the Thirteen Original States is conspicuously illustrated by the growth of their urban population. In 1790, probably not over 5 per cent. of the population in the Thirteen Original States was urban, in the sense in which the term is used by the Census Bureau, namely, resident in incorporated places of 2500 or more inhabitants. By 1850 the proportion had risen to something like 20 per cent., while at the present time 59.1 per cent., or practically three-fifths of the population of the Thirteen Original States, is found in urban communities. In fact, in the northern Atlantic coast States, from Pennsylvania to Maine. the proportion of urban population is very much higher, approximately three-fourths of the people being city dwellers. In the area outside of the Thirteen Original States the proportion of urban population is about 37½ per cent.—a very much lower ratio.

Although during the first sixty years of our national existence the Thirteen Original States developed much more rapidly in manufactures and commerce than in agriculture, nevertheless, they showed a very marked development in agriculture also. No trustworthy agricultural statistics are available for the Thirteen Original States at the time of the adoption of the Constitution, or for many years thereafter; but it is certain that farm areas, value of farm property and quantity and value of farm products steadily increased and were in 1850 several times greater than in 1790. Since 1850. however, there has been comparatively little increase in agri-

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culture in the Thirteen Original States, the growing demands for agricultural products being satisfied by the enormous development of regions further west. The total area of farm land in the Thirteen Original States in 1850 was 147,000,000 acres, while in 1910 it was only about 10 per cent. greater, 161,000,000 acres. The acreage of improved land had increased somewhat more, from 64,000,000 acres in 1850 to 83,000,000 in 1910, or nearly one-third. In the area outside of the Thirteen Original States, however, acreage of farm land increased from about 146,000,000 acres in 1850 to 713,000,000 in 1910, or over five-fold, and the acreage of improved land multiplied seven times. In 1850 the Thirteen Original States had almost exactly one-half of the acreage of farm land and more than one-half of the acreage of improved land; in 1910 they had less than one fifth of the total acreage and only a little over one-sixth of the improved acreage.

In striking contrast with these figures of agricultural industry in the Thirteen Original States are the figures for manufactures and commerce. While of course the percentage of increase in manufactures in the area outside of the Thirteen Original States has been much greater than within their area, the absolute amount of increase in the Thirteen Original States has exceeded the absolute amount of increase outside. In 1790 the total value of manufactured products for the entire United States—practically all being in the Thirteen Original States—was roughly estimated at $20,000,000. In 1910 the value of products of manufacturing establishments of the Thirteen Original States was $11,121,000,000, or nearly 600 times the figure for 120 years before. In 1850 the total value of products in the territory of the Thirteen Original States was $800,000,000. The increase of the past 60 years in this territory has been more than $10,300,000,000, the figure for 1910 being 14 times greater than that for 1850. While in the territory outside of the Thirteen Original States the value of manufactures between 1850 and 1910 multiplied nearly 50-fold, the actual increase of about $9,330,000,000 was less than the increase during the same period in the Thirteen Original States.

The gross value of manufactured products is a somewhat

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unsatisfactory basis for comparison, because of the large element which materials represent, and because of the duplications within the manufacturing industry itself, due to the use of the products of one manufacturing establishment as material for another. Subtracting the value of materials in order to obtain the real contribution of manufacturing industries we find that in the Thirteen Original States the value added by manufacture amounted to $350,000,000 in 1850; it was $4,715,000,000 in 1910, or 14 times as much, the same ratio of increase as for the gross value of products.

From the standpoint of the relation of manufacturing industries to the occupations of the population, the best measurement of growth is that based upon the number of wage earners. The wage earners in manufacturing industries in the territory of the Thirteen Original States in 1850 numbered 775,000; in 1910 there were 3,912,000, or more than five times as many.

Equally marvelous has been the progress of the commerce of the Thirteen Original States. Unfortunately, there are not any even approximately satisfactory statistics of internal commerce or of coast-wise water transportation covering a long series of years. The statistics of exports to foreign countries and imports from them are the only basis of comparison for a long series of years. In 1790 the total value of the exports from the United States was calculated at $20,200,000, practically all, of course, being from the ports of the Thirteen Original States. In 1910 the exports through the Atlantic coast ports, not including those from the Gulf of Mexico, amounted to $1,018,000,000, or more than 50 times as much as in 1790. In 1850 the exports from the Atlantic coast ports were $150,000,000, or about one-seventh as much as in 1910. These figures of exports from Atlantic coast ports represent approximately the exports from the Thirteen Original States. Of course it will not be understood that all of the products from the ports of these States originated within their boundaries.

The figures of imports tell substantially the same story. From $23,000,000 for the entire United States in 1790, they

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rose to $1,227,000,000 for the Atlantic coast ports alone in 1910, multiplying thus more than 50 times. The corresponding figure for 1850 was $270,000,000, or a little over one-fifth as much as in 1910.

It should be noted also that the great increase which has taken place in the population, industries and commerce of the Thirteen Original States since 1850 has by no means ceased during the latter years of that period. A comparison of the statistics for the year 1900 with those for 1910 shows great increases in most items. In population, the territory of the Thirteen Original States during this period increased 20.5 per cent., or almost as rapidly as that for the remainder of the country, where the percentage was 21.4. The number of wage earners in factories increased 36 per cent. and the value of manufactured products 73 per cent. The exports from the Atlantic coast ports increased only about 6 per cent., but the imports increased 77 per cent. during the past ten years. Coal production increased 72 per cent. There was, however, an actual, though slight, decrease in the acreage of farm land and in improved acreage.

PROGRESS OF THE THIRTEEN ORIGINAL STATES.

(If 1910 = 100 the figures for 1790, 1800, 1850 and 1900 would be as indicated below the corresponding absolute figures.)

	1790	1800	1850	1900	1910
Population	3,820,257 10.2	4,922,070 13.2	13,218,496 35.4	30,961,633 82.9	37,310,849 100.0
Manufactures—Value of product	20,000,000[1] 0.2		799,682,484 7.2	6,412,682,000 57.7	11,121,278,000 100.0
Value added by manufacture			350,070,532 7.4	2,814,404,000 59.7	4,715,309,000 100.0
Number of wage earners			774,758 19.8	2,879,620 73.6	3,912,360 100.0
Exports	20,205,000[2] 1.9	70,972,000[2] 6.9	150,293,860[3] 14.8	963,569,447 94.6	1,018,143,541 100.0
Imports	23,000,000[2] 1.8	91,252,000[2] 7.4	270,145,996[3] 22.0	693,112,563 56.4	1,227,154,723 100.0

[1] Estimate.

[2] Total for United States—mainly Thirteen Original States.

[3] Figures for Exports and Imports are for the year 1856 instead of 1850.

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The accompanying table summarizes the statistics thus far presented with regard to the growth of the population, manufactures, and foreign commerce of the Thirteen Original States. Besides giving the absolute figures for 1790, 1800, 1850, 1900 and 1910, it shows what percentage the figures of each of the earlier years represent of the figures for 1910. The figures for 1910 being taken as a basis and equal to 100, the relative population in 1790 and 10.2; the value of manufactured products, 0.2; the value of exports, 1.9; and the value of imports, 1.8. These relative figures of increase are also shown by the accompanying chart, in which the longest line under each heading represents the figures for 1910 and the shorter lines the comparative figures for the earlier years specified.

The figures already presented indicate in a rough way the fact that, despite the enormous expansion in the territory which in 1790 was practically unoccupied, the Thirteen Original States have retained their pre-eminent position among the sections of the country in population and in all branches of industry and commerce, except—a natural exception—agriculture. This fact can, however, be brought out even more forcibly by specific comparisons, based on data for the present time, showing the proportion which the population, industries and commerce of the Thirteen Original States bears to the total for the corresponding items for the United States. This comparison is presented in the following table, many of the items being also shown in the accompanying diagram:

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Comparison of Area, Population, Industries and Commerce of the Thirteen Original States with those for the United States as a whole, 1910.

Items	Totals for United States	The Thirteen Original States	
		Amount	Per cent. of Total
Area (square miles)..	2,970,000	376,000	12.7
Population.....	91,972,000	37,311,000	40.5
Urban population.....	42,623,000	22,052,000	51.8
Land in farms (acres).....	873,729,000	161,056,000	18 4
Improved land (acres).....	477,448,000	83,089,000	17.4
Value of farm property	$41,838,600,000	$6,588,600,000	16.1
Manufacturing industries (1909)			
Number of wage earners...	6,615,000	3,912,000	59.1
Gross value of products.....	$20,672,000,000	$11,121,000,000	53.3
Value added by manufacture.....	$8,531,000,000	$4,715,000,000	55 3
Coal production, tons (1909)...	411,432,000	249,877,000	60.7
Value of mining products (1902)	$756,826,000	$343,064,000	43.0
Exports of merchandise.....	$1,745,000,000	$1,018,000,000[1]	58.3
Imports of merchandise.....	$1,557,000,000	$1,227,000,000[1]	78.8
Tons of water-borne domestic freight.....	177,520,000	65,361,000[2]	36.8
Railroad mileage	236,869	$54,815	23.1
Tons of freight carried one mile by railways	218,802,986,929	76,003,996,891[3]	34.7
Passengers carried one mile by railways	29,109,322,589	10,576,588,667[3]	36.3

[1] Atlantic Coast ports.
[2] Atlantic Coast and Gulf ports.
[3] Not including Georgia or a small section of Western New York and Pennsylvania.

The area of the Thirteen Original States constitutes only about one-eighth (12.7 per cent.) of the area of continental United States, exclusive of outlying possessions. In that area, however, were found in 1910 two-fifths (40.5 per cent.) of the total population of the country. The density of population in the Thirteen Original States is 99 persons per square mile.

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For the entire United States it is 31 persons per square mile. For the area outside of the Thirteen Original States it is 21 persons per square mile, or only a little over one-fifth as great as in the Thirteen Original States. Of the urban population, that is, resident in incorporated places of 2,500 or more inhabitants, over one-half (51.8 per cent.) is found in the Thirteen Original States.

In agriculture, of course, these States make a less important showing. They comprise 18.4 per cent. of the total farm land of the United States, 17.4 per cent. of the improved farm land, and 16.1 per cent. of the value of farm property. Even in agricultural items the Thirteen Original States have larger percentages of the total than they have of the total area, but in this comparison it should of course not be forgotten that there are immense areas in the far Western States which are quite uncultivated, and that in the Middle West the proportion of the land which is occupied by farms is much larger than in the Thirteen Original States.

The pre-eminence of the Thirteen Original States in manufacturing industry is seen by the fact that in 1909 the factories of these States employed 59.1 per cent. of the total number of factory wage earners in the United States, and produced 53.3 per cent. of the total value of products, while of the total value added to materials by the process of manufacture these States contributed 55.3 per cent.

The wonderful progress and continued pre-eminence of the Atlantic Coast States in manufacturing industries may be attributed to three principal causes: First, the fact that these were the States first settled; second, their proximity to the seaboard with the consequent access to foreign markets for materials and for products; and third, their abundant supply of coal and their comparatively important water power. While the Eastern States are not rich in precious metals and have only comparatively small supplies of iron, they possess, what is much more important, an enormous supply of high-grade coal. In 1909 Pennsylvania, Virginia, West Virginia, Maryland and Georgia produced 249,000,000 tons of coal out of a total of 411,432,000 tons for the entire United States, the proportion

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for these Atlantic Coast States being thus over three-fifths (60.7 per cent.). In 1902, the last year for which statistics are as yet available, the Thirteen Original States produced 46 per cent. in value of the total mineral products of the United States, much the greater part of the products of these States being coal.

Turning to commerce, the table above shows that in 1910 the Atlantic Coast ports—practically corresponding to the ports of the Thirteen Original States—exported 58.3 per cent. of our total exports of merchandise, while through these same ports nearly four-fifths (78.8 per cent.) of our imports were brought into the country.

With respect to water transportation, exclusive of foreign trade, it is impossible to separate the statistics for the Atlantic Coast from those for the Gulf of Mexico. According to the census investigation in 1906, the total freight transported by water carriers in the domestic trade of the United States was 177,520,000 net tons, of which 65,361,000, or 36.8 per cent., was the traffic of the Atlantic Coast and Gulf of Mexico. The traffic of the Great Lakes and the St. Lawrence River considerably exceeded that of the Atlantic Coast and the Gulf of Mexico, but omitting this, the water transportation of the Atlantic Coast and the Gulf of Mexico is nearly two-thirds of the total for the United States. The statistics of traffic published by the Interstate Commerce Commission do not permit the segregation of the figures for the entire area of the Thirteen Original States, but it is possible to show the approximate traffic of that area with the exclusion of Georgia and of a small part of western New York and Pennsylvania. Of the total number of tons of freight carried one mile by the railways of the United States during the year ending June 30, 1909, the railways of the section above described carried 34.7 per cent., and of the total number of passengers carried one mile these railways carried 36.3 per cent.

In conclusion, it appears from these statistics that the Thirteen Original States have, in the 120 years since 1790, multiplied ten-fold in population, more than five hundred-fold in value of manufactures, and more than fifty-fold in value of

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exports and imports. Since 1850 they have nearly trebled in population, have multiplied fourteen-fold in value of manufactured products, and from five to seven-fold in value of foreign commerce. At the present time, with only one-eighth of the area of the country, these States possess two-fifths of the population and much more than one-half of the manufacturing industries, the coal production, and the foreign commerce of the country. It is obvious that any practicable means, whether through governmental or private action, for still further developing the resources and promoting the commerce of States which have made such a record as this deserve the most serious consideration. (Applause.)

On motion of Mr. Dickson, the thanks of the convention were extended to Mr. Page and Mr. Durand.

REPORT OF THE AUDITING COMMITTEE.

Mr. Charles E. Reid, of New York, presented the report of the Auditing Committee, as follows:

RICHMOND, VA., October 19, 1911.

The committee appointed to audit the accounts of the Treasurer has carefully examined the accounts and the vouchers therefor and finds them correct, leaving a balance in the treasury on August 31, 1911, of $1019.76; but this is more than offset by the amount due the Richmond Convention fund, $2431.63.

The funds of the Association are deposited in the name of the Association, in the West End Trust Company, Philadelphia. Your committee recommends that the West End Trust Company be named as the depository and the Treasurer be directed to deposit the funds of the Association therein in its name.

Your committee also finds that funds have been advanced to the Association by the President and Treasurer, to carry on the work, and that no interest has been charged thereon, and we recommend that the interest paid by them be refunded.

And your committee further recommends that hereafter if

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it should become necessary to borrow money, the Treasurer be authorized to pay the current rate of interest on such loans.

Respectfully submitted,

CHAS. E. REID,
WILLIAM T. BUDD,
W. G. BERNARD.

The report was, on motion, accepted and its recommendations approved.

Mr. Reid, on behalf of the committee, offered the following resolution, which was adopted:

Resolved, That the West End Trust Company, of Philadelphia, be the depository of the Atlantic Deeper Waterways Association.

REPORT OF THE COMMITTEE ON WAYS AND MEANS.

Mr. Frederick W. Donnelly, of New Jersey, Chairman of the Committee on Ways and Means, presented the following report:

The Ways and Means Committee respectfully reports that the Association is in a stronger position financially than ever before, notwithstanding the failure of some of the subscribers at Baltimore, Norfolk and Providence to fulfill their pledges. At each of these cities we asked for pledges for new members rather than donations, with the understanding that if the new members should not be secured, the subscription would be filled as a donation. This plan was not entirely successful, for the reason that some enthusiasts subscribed, and then finding difficulty in enlisting recruits, lost their ardor and did nothing; others delayed until the end of the year, and a year's dues were lost.

Making allowance for a small percentage of unpaid dues, the present membership will produce an income of about $6,500 for the current year. The ordinary necessary expenses amount to about $8,000, but there are always extraordinary expenses of some kind, and this year, owing to the submission of the report of the Engineers to Congress, at least $1,000 should be allowed on this account, making the estimate of expenses for this year at least $9,000. There is also to be provided the $1,400 deficit with which the fiscal year started. To meet the demand for a total of $10,400, we have the $2,500, already paid by Richmond, the convention city, and the estimated dues, amounting to $6,500, a total of $9,000.

It will be seen that we should collect about $1,500 in donations to clear the deficit, and then by collecting $2,500 from the convention

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city, the year's receipts will cover the estimated expenses of the year. This calculation takes no account of any possible increase of membership.

There should be a considerable increase in membership. There are accredited to this convention at least 800 delegates who are not individual members. An effort will be made to induce them to join, and if one-half of them should respond, the revenue would be increased $2,000 per annum, and the Association would be measurably independent.

It seems necessary now to ask for help, but the help should be given in the form of actual subscriptions payable before the first of January, the subscriber being permitted to name at any time during the fiscal year a new member to represent each five dollars of his subscription.

Your committee would also recommend to all the members prompt payment of dues upon the presentation of bills which will probably be sent out next month. The dues are so small that, if three or four notices have to be sent out before a return is received, the percentage of cost of collection becomes unnecessarily large and the Treasurer is sometimes embarrassed for want of funds.

The subscriptions made at Providence, which were filled either by cash donations or by the introduction of new members, were as follows:

SUBSCRIPTIONS MADE AT PROVIDENCE.

The amounts set opposite the several names represent the amount paid, payments being in full except as otherwise noted.

Trenton Chamber of Commerce	$100
Trenton, Philadelphia, New York W. W. Ass'n	100
Frederick W. Donnelly	25
Elisha Webb, Jr., Philadelphia	50
Howell S. England, Wilmington, Del	50
Charles P. Chase, Springfield, Mass	50
Wm. T. Budd, Wilmington, Del	25
Frank Fessenden Crane, Quincy, Mass	100
Joseph Banigan, Providence, R. I	50
Frank N. Hoen, Baltimore (partial)	50
J. Hampton Moore, Philadelphia	100
George F. Miles, St. Augustine, Fla. (partial)	25
James B. Blades, New Bern, N. C	200
City of Richmond, Va	100
North Carolina Waterways Ass'n	100
Joseph R. Grundy, Bristol, Pa	100
Joseph R. Grundy, for Manfr.'s Club	100
Oliver Gildersleeve, Gildersleeve, Conn	50
Kensington (Philadelphia) Board of Trade	50
J. K. Waddington, Salem, N. J	50

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W. H. Mitchell, Salem, N. J.	$25
Washington N. C. Chamber of Commerce	100
E. I. Atwater, New Haven, Conn. (partial)	5
A. W. Litschgi, Charleston, S. C. (partial)	20
F. M. Yorston, New Brunswick, N. J. (partial)	5
Subscriptions filled	$1,630
Subscriptions unfilled	1,235
Total made at Providence	$2,865

After reading the report Mr. Donnelly asked for subscriptions to meet the expenses of the Association. He said that the burden of supporting the Association was very unevenly borne and that efforts should be made to increase the membership in States now scarcely represented. To show these weak points he read the following list of the number of members from each State, with the voting power ot the several delegations:

ATLANTIC DEEPER WATERWAYS ASSOCIATION, OCTOBER 17, 1911.

	Members.	*Voting Power.*
Maine	1	4
Vermont	1	2
New Hampshire	1	5
Massachusetts	50	74
Rhode Island	33	49
Connecticut	41	67
New York	98	160
New Jersey	78	156
Pennsylvania	290	493
Delaware	39	54
Maryland	45	61
Virginia	63	150
North Carolina	60	102
South Carolina	7	13
Georgia	8	17
Florida	12	19
Louisiana	1	1
District of Columbia	1	1
Illinois	1	1
Washington	2	2
Canada	1	1
	833	1,432

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Mr. Donnelly then asked for subscriptions to the sustentation fund under the terms of the report, the subscriptions to be absolute and to be paid on or before the first of January. He said he would start the list with three subscriptions from Trenton aggregating $225. Prompt response was made to this call, and in less than fifteen minutes the following subscriptions were recorded:

SUBSCRIPTIONS MADE AT RICHMOND.

Frederick W. Donnelly, Trenton, N. J.:	
Chamber of Commerce	$100
Trenton-Philadelphia-New York Deep Waterways Association	100
Personal	50
J. Hampton Moore:	
Personal	100
W. R. Jacobus, Passaic, N. J.:	
For New Jersey Ship Commission	50
Wm. E. Doron, Bristol, Pa	100
City of New London, care Hon. B. F. Mahan, Mayor	100
W. Scott Hand, Ocean City, N. J.:	
For County of Cape May, N. J	100
C. P. Chase, Springfield, Mass.:	
Board of Trade	50
Chamber of Commerce, New Bern, N. C	100
Joseph R. Grundy, Bristol, Pa	100
North Side Board of Trade, New York City	50
Thos. Devlin Mfg. Co., Philadelphia	100
Chamber of Commerce, Troy, N. Y	50
Wm. B. Irvine, Philadelphia:	
Master Builders' Exchange	100
Business Men's Association, New London, Conn	50
Board of Trade, New London, Conn	50
E. C. Laird, Richmond, Va	100
E. H. Warner:	
Connecticut River & Bridges Company	50
Wm. T. Anderson, Norfolk, Va	100
Kensington Board of Trade, Philadelphia	50
Chas. M. Young, Philadelphia	100
Dr. David Carroll, Baltimore, Md	50
Chamber of Commerce, Elizabeth City, N. C	50
John J. Barrett, Bellhaven, N. C	25
Board of Trade, Wilmington, Del	50
E. E. Durant, New Haven, Conn	25

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F. M. Yorston, South River, N. J., Board of Trade	$25
Hon. B. F. Mahan, New London, Conn	25
Schreier & Son, Norfolk, Va	25
Benj. Spigel, Norfolk, Va	10
Chas. R. Miller, Wilmington, Del	25
Harlan & Hollingsworth Co., Wilmington, Del	50
Frank Fessenden Crane, Quincy, Mass	100
Board of Trade, Jacksonville, Fla	25
Elisha Webb, Jr., Philadelphia	25
	$2,260

CHAIRMAN HIGGINS: Gentlemen, I want to read a telegram addressed to Congressman Moore, our President. It is from the Mayor of Norfolk:

NORFOLK, VA., October 19, '11.

J. Hampton Moore,

President Atlantic Deep Waterways Association,

Richmond, Va.

Regrets at leaving. Norfolk offers you her aid as a Southern port of entry and exit for our united country. If I can be of service, command me.

JAS. G. RIDDICK,
Mayor.

(Applause.)

REPORT OF THE COMMITTEE ON TIME AND PLACE

Mr. Frank Fessenden Crane, of Massachusetts, Chairman of the Committee on Time and Place, presented the following:

THE JEFFERSON, RICHMOND, VA.

October 19, 1911.

Your committee beg to report that a session has been held, at which suggestions as to next year's convention were invited from all cities interested.

Correspondence was submitted in support of Atlantic City and Greater New York, and a cordial personal invitation was presented by the mayor and delegation from New London, Connecticut.

It was stated to your committee that the Hotel Griswold, a magnificent new summer resort at that place, affords a fine auditorium and could accommodate nearly, if not all, the delegates and visitors

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to the convention, while the Mohican and Parker Houses could care for any probable number in excess.

Of especial interest to this Association would be the new harbor and dock improvements at New London, the unsurpassed fortifications guarding the eastern approach to Long Island Sound, and the charming surroundings of the city of New London and the Thames River.

His Honor the Mayor promised that nothing would be left undone to make the convention a success, and suggested the desirability of meeting again in New England in order to stimulate interest among Senators and Congressmen from that section; and he and Mr. Chappell jointly pledged the support of the city, the Business Men's Association and the Board of Trade toward meeting the financial requirements of this Association respecting the convention expenses. Mr. Warner supported the invitation of New London, and suggested the possibility of an extra day's session at the State capital, Hartford.

The motion in favor of New London was seconded by the delegates from several States, and on being put to a vote, it was unanimously

Resolved, That the committee report in favor of holding the next annual convention in New London, Connecticut; that the time be fixed for the month of September, 1912, subsequent to Labor Day, the exact date being left to the decision of the New London Committee and the Executive Committee of this Association.

The report of the Committee on Time and Place was accepted and the resolution attached thereto was unanimously adopted.

CHAIRMAN HIGGINS: The convention wants to hear the Mayor of New London, Conn.

MAYOR B. F. MAHAN, OF NEW LONDON.

Mr. Chairman, and Fellow Delegates to this Convention:

On behalf of the citizens of the good town in which I had the honor to have been born, and which I in part represent here, I wish to extend to you one and all our heartfelt thanks for the vote in making our city your next meeting place, and I assure you I take no risk in pledging to you the most loyal and hospitable treatment ever received, not even excepting the known hospitality of the State of Virginia. (Applause.)

New London is the smallest city you have ever honored as your meeting place. We are from a small State, too—Connecticut is the third smallest State in the Union, but it is the

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eighth largest State in importance in all the Union. (Applause.)

My attention was called to your good work by one of your members, a member from the State of Connecticut, Mr. Gildersleeve, who suggested that I become a member of your organization. I did so with pleasure, and after reading the report of your doings in Providence, was with you heart and soul.

One of the reasons that we are anxious to have you come to New London is that your meeting will arouse public interest and compel our representatives to take up the matter of waterways, so you see it is not only a matter of local pride, it is a business proposition. We believe in your proposition, and I believe that after your meeting in New London you will receive practically the solid delegation from New England in aid of every reasonable request the Association may make. (Applause.)

ELECTION OF OFFICERS.

Dr. Burton reported on the election of officers. He said: *Mr. Chairman:*

There was no suggestion, except in favor of one man, and, therefore, I have the pleasure to report that the unanimous vote of the committee is, for President, Hon. J. Hampton Moore. (Applause.)

HON. J. A. GOULDEN: Mr. Chairman, I propose three cheers and a tiger for J. Hampton Moore, the human dynamo President of this Association. (Cheers and applause.)

DR. BURTON: We report the name of the present Secretary-Treasurer, Addison B. Burk, for Secretary-Treasurer. (Cheers and applause.)

Mr. Moore was elected President and Mr. Burk Secretary-Treasurer by rising votes.

ACCEPTANCE BY PRESIDENT MOORE.

Mr. Chairman, my Brethren, Ladies and Gentlemen:

A return to this platform is, indeed, a pleasurable surprise. (Laughter.) I did not leave, expecting to return so soon.

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(Laughter.) I was asked earlier in the day if I would accept a re-election to the Presidency, and promptly stated—not knowing I was talking to a local newspaper man—that I was not a candidate for re-election. I have been duly reported in the afternoon paper in Richmond; therefore I am surprised, in view of the fact that an announcement has been truthfully made and a correct report given of that conversation in this hall. But I was sincere in saying I was not a candidate, because the work of the President of this Association has become extremely arduous and persistent. It is a labor, and truly a labor, of love; but there are compensations, even as a few moments ago when you, my friends, paid me the highest possible tribute that one set of men can pay to one of their number. (Applause.) You marked upon the record of my administration as President the signal and satisfying words of your approval. When you, coming from every one of the old Colonial States, say to me, your President, and my associates, "You have done well; you meet with our approval and we want you to continue," it is such a compliment as no man, no matter what the difficulties that may stand in his way, should fail to respect or lightly turn aside. (Applause.)

One real regret I have is that as the years come on and the official duties multiply, our numbers from all the sections along the seaboard increase so steadily; so many good, so many worthy, so many patriotic, men and women with whom it would be pleasant to converse, join heartily in our work, that it is absolutely impossible for the President of the Association to meet and greet them intimately in the hurly-burly of our conventions. I know most of you who have been coming for one or two sessions personally. I have come to know where you are; what your interest is in the great work we have come to do, but it is not left for me to mingle with you as freely as I would. Here and there it occurs that possibly that attention, which as a matter of heart and desire I would like to give to every delegate, I am unable to render by reason of the duties you impose upon me. If there be any who have not thoroughly appreciated the cordial welcome of the President and the officers toward all those who have been

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so faithfully supporting them during the last four years, do not be swayed into believing there is any oversight, because, perchance, we may not all, by reason of business that is necessary to be done, be able to mingle as the spirit dictates. You have had good times, but excuse us if we drive a little, if we push forward a little, if we sit here with the watch in hand and the lead pencil sharpened, in order that business shall not be forgotten in the round of pleasure that our hosts of Richmond provide. (Applause.)

We succeed with great movements in various ways. We live in an age when public sentiment is easily created and moulded. We observe that men do not hestiate to change established customs and break traditions, nor to upset calculations on the part of the shrewdest manipulators; so we need not fear, as we get better to know each other and understand each other's interests, to strike out vigorously and earnestly, as we have a right to do, to obtain those things which we believe essential to our progress, our prosperity and our common welfare. (Applause.) Truly, no man could have listened to an address like that of the Director of the Census, showing the great, progressive changes in our own section of country, without also feeling the great responsibility that rests upon all of us.

I shall accept this Presidency again (applause and cheers), because, first, I believe you sincerely intend that I shall go on with this work under your direction (cheers and applause), and because you intend to stand by as faithfully and with greater strength numerically, than you have done in the past. (Applause.) Secondly, because the work of promotion and agitation during the last four years has reached a point where, notwithstanding the oratory and enthusiasm of the hundreds whom we now claim our friends, it might not be advisable "to swap horses while crossing the stream." (Applause.) But, remember, in a resolution passed this afternoon you have fixed a tremendous responsibility upon a committee of which your President is to be Chairman, the responsibility of impressing your demands, your interests—those things which you believe to be yours of right in a commercial spirit—upon

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the Congress and Senate, and the President of the United States. (Applause.) Now, I have firm faith in your purposes, and I have no question as to your loyalty and your friendship, but I ask that same unflagging interest and zeal on your part, in your own communities, amongst your representatives, as will aid us and strengthen our hands when we undertake the great work that you have imposed upon us today. (Applause.)

As to the future, now that you have decided to go to the patriotic town or city of New London, whose Mayor gave you the word of promise and the word of welcome, let me say this, that we shall so advise that hereafter, while we desire hospitality and will expect to receive it to the full, we shall endeavor to arrange that those splendid promoters, the ladies, who have grown so strong in membership, shall not so constantly be withdrawn from our midst, taking away with them from our meetings some of the best material we have. (Laughter and applause.) And we shall endeavor, while accepting all that New London has to offer, within certain limitations, to so adjust our form of entertainment that it shall not absolutely steal us away from the serious business that brings us here. (Applause.)

And with this, which is longer than I should have occupied your time, permit me to say that I thank you all for your kindly support, for your generosity and broad patriotic spirit. You are to be commended for coming long distances at considerable personal expense to help out in a cause which is neglected by those who do not see so far ahead nor understand so well as you. You are the pioneers in what promises to be one of the great movements that eventually must attract and hold the attention of the entire nation. (Applause.) And when the time comes for the consideration of the regulation of this great question, you must be armed, you must be prepared through the members that will join your ranks, not only to give notice, but to maintain that the rights, and the privileges, and the opportunities of the young and the old business men along the Atlantic seaboard shall no longer be

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neglected, but shall receive their full measure of support and consideration. (Applause.)

I should like to run from Maine to Florida in this address, but there are men here from Maine to Florida, and they are here to speak for themselves, and we want to hear them. I beg your pardon now for having taken so much of your time, and presume I am wise, as I seldom am, in withdrawing from your presence. I again thank you for the great compliment you have paid me this day. (Applause.)

CALL OF STATES—MR. WILLIAM A. BOURS, OF FLORIDA.

CHAIRMAN HIGGINS: Mr. Bours, of Florida.

Mr. Chairman, Ladies and Gentlemen:

Sometime ago I was on a railroad train and in conversation with a gentleman, he asked where was I born. I told him in the biggest city in the United States, and he wanted to know if I meant New York. I told him Jacksonville, Fla., because while we might not be largest in population we were largest in push, enterprise and aggressiveness. (Applause.)

Ladies and gentlemen, Florida, the southermost State in Dixie, and of the United States, through the Jacksonville Board of Trade, one thousand strong, sends you greeting. Our city is situated on the banks of the beautiful St. John's, a river that is peculiar in one respect, in that it rises in the South and flows north, carry towards you north of us our cordial greetings, our hearty co-operation and our best wishes for the success of the Atlantic Deeper Waterways Association, with which we are in full accord and in which we are deeply interested. (Applause.) I might say it is somewhat of a selfish interest, as the State of Florida has over six hundred miles of sea coast, and I think more than any State on the Atlantic seaboard, and the improvements in waterways advocated by this Convention will be of incalculable benefit to our State. (Applause.)

I am inclined to think that a large number of the people of this country are not fully impressed with the importance that the deepening of the inland waterways will have upon our wonderful and beautiful State of Florida, and the great

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possibilities that will be before us when these developments have been brought about. Our close proximity to the West Indies, Central America and the Panama Canal should bring about untold commercial results to our State, and especially as regards the water transportation of this great country, and particularly the Atlantic seaboard.

Our State has made some progress in the matter of her inland waterways. We have now the East Coast Canal, which is open from Jacksonville to Miama, a distance of over 300 miles, but is only navigable for craft drawing about four feet. Our State is also cutting a canal from the east coast to drain the Everglades, which will reclaim thousands of acres of sugar and trucking lands, and when completed I believe will be extended as a waterway across the southern peninsula.

It seems to me if the commodity transportation of this country continues to grow in the future as it has in the past, railroad transportation will be inadequate to move the same, and we must look to the waterways as a means of relief. It behooves us to aggressively carry on the work for which this Association was organized, and thus create and crystallize a sentiment that will command the attention of the general Government and thus enable us to obtain the necessary appropriation to deepen the waterways on our coast, and open them up to our rapidly increasing commerce. (Applause.)

As Florida is so deeply interested in the objects of the Atlantic Deeper Waterways Convention, I think it would be well for the Convention to meet in our fair City of Jacksonville. We have plenty of hotel accommodations and it would be an object lesson for you to meet on the banks of the St. John's River, with its depth of twenty-four feet from the ocean to our docks, and navigable for 200 miles farther for lighter draft boats and vessels. (Applause.) In the name of the Jacksonville Board of Trade, I extend to the Atlantic Deeper Waterways Convention a hearty and cordial invitation to hold its meeting of 1913 in the fair, hustling and thriving City of Jacksonville, Florida, and I promise you a welcome that will be fully up to the far-famed and unbounded hospitality of Virginia. (Applause.)

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CALL OF STATES—MR. BLADES, OF NORTH CAROLINA.

Chairman Higgins introduced Mr. James B. Blades, of North Carolina, who said:

I accepted the invitation to address you merely to say one word—that since the opening of the canal to Beaufort all the lumber passing through to the northern markets has saved one dollar on the thousand in freight. You have no idea what a real value that is, and not only do they now save one dollar on the thousand in freight, but the shipper saves twenty-five cents a thousand on insurance. Now we expect a result like that from all the truck we market in North Carolina. The carrying of our truck, our vegetables, fish and things of that kind can be done much better by boat, arriving in market more promptly, and there is no one here who realizes what a benefit that will be to all sections of the country, for I want to speak of North Carolina as a place that swarms with the richest of lands. More than that, we want a chance to carry our lumber to Maine. We want to carry it to all the Connecticut and Rhode Island ports by an inland protected route. I sent lumber to New York and Newark as long as I could through the canal; it was not wide enough and we want a waterway made broad enough to accommodate the commerce of our coasts. We have enough marl and lime, 90 per cent. pure, that can go to Delaware and New Jersey where it is needed. We want to stand and work for this waterway improvement as one of the greatest things for our Eastern Country. (Applause.)

Mr. E. H. Warner, of Connecticut, was introduced by Chairman Higgins.

CALL OF STATES—MR. WARNER, OF CONNECTICUT.

Mr. Chairman, Ladies and Gentlemen of the Atlantic Deeper Waterways Association:

Since it has been called to my attention that I had been selected to speak for the State of Connecticut, I have been casting about for an inspiration worthy of this occasion. First I thought I would go and see Judge Crutchfield, of the city court, that man who's fame has traveled all over the

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country, but on second thought I feared that he might remember me. However, I found in the old Church of St. John's a thought that seems apropos. There, years ago, a famous son of Virginia said: "Is life so dear or peace so sweet as to be purchased at the price of chains and slavery? Forbid it, Almighty God! I know not what course others may take, but as for me, give me liberty or give me death." These words remind me of an utterance made by a son of Connecticut, "I only regret that I have but one life to lose for my country." The first were the words of that fearless patriot and orator, Patrick Henry; the others those of that martyr, Nathan Hale. These men fired the colonies with enthusiasm for independence; they were leaders. Every great undertaking needs a head or leader. To-day our leaders, headed by the Hon. J. Hampton Moore (applause), are firing with enthusiasm the people of the thirteen original States to the realization of the great possibilities to accrue to the shipping on the Atlantic seaboard by the construction of the intracoastal canal as advocated by this Association. (Applause.)

Connecticut has been slow to respond to the necessity of improving her waterways. I wish that we had among us another J. Hampton Moore, or that in Congress we were favored with such a representative. (Applause.)

However, Connecticut has begun to emerge into the limelight. I have told you before of the acts of our legislature of 1909 favoring a waterways policy for the State. The legislature of 1911 did not pass into sweet repose until the last of September, after a nine-months' session; yet I am pleased to say to you that progress was made in Connecticut for the improvement of her rivers and harbors. The report of the special commission to investigate the condition of the waterways of the State was accepted and the commission made permanent under the title of the Rivers, Harbors and Bridges Commission. (Applause.) Fortunate, indeed, was the State in having the Hon. B. F. Mahan, the Mayor of New London, as the Senator from the Eighteenth District, as his live-wire tendencies were mainly responsible for the passage of a bill to bond the State for $1,000,000 to construct ocean

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terminal docks at New London, where there is one of the finest harbors on the eastern coast. (Applause.) The harbor has a general depth of 71 feet and of 54 feet up to the railroad bridge. Ocean liners can come within three miles of the proposed docks at full speed, and the entire United States navy can find anchorage in this magnificent harbor. New London is now a terminal of the Grand Trunk Railway, and upon completion of the Grand Trunk Pacific, that is now stretching its rails from ocean to ocean, this port is destined to become of much importance, inasmuch as the development of the great wheat fields of Manitoba, Saskatchewan and Alberta will demand an all-year port to ship the great amount of grain that is bound to be raised to foreign ports. I thank you, gentlemen, for your attention. (Applause.)

CHAIRMAN HIGGINS: I take pleasure in presenting Mr. Alfred Schreier, of Virginia.

CALL OF STATES—MR. SCHREIER, OF VIRGINIA.

Mr. Chairman, Ladies and Gentlemen:

I deem it an honor to be called upon by my colleagues of the Virginia delegation to express in my humble way their sentiments and voice their decision upon waterway improvements throughout the Union, and especially as regards the improvement of the inland waterways of the Commonwealth of Virginia and of our Southland in general. (Applause.) I know of no issue before the American public which better merits the support, moral and financial, of our country than that great project of waterway improvements so earnestly sought for and so gallantly fought for by that giant of waterways, that intellectual master advocate of intra-coastal canal improvements, the Hon. J. Hampton Moore, of Pennsylvania. (Applause.) You will pardon me if I digress for a moment to say that my interest and my fighting blood were aroused by the great zeal and the logic of argument advanced for so many years by the President of this Association. (Applause.) May his good work and that of every advocate of waterway improvements be speedily in our day crowned with success,

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and when in the course of time the great canal system from Maine to Florida shall be completed, may every son of American soil point with pride and admiration to those two intellectual giants of this waterway project, Mr. Moore and Mr. Small, representing as they do the two great sections of our country which are so vitally interested. (Applause.) The mighty East, with its great markets of manufactured goods, and the great South, with its tremendous fields of raw materials, two sections, I say, so ably represented in this movement by the live wire of Pennsylvania, the Hon. J. Hampton Moore (applause), and the electric battery of North Carolina, the Hon. John H. Small. (Applause).

We, of Virginia, and especially of Norfolk and Tidewater Virginia, are deeply interested in all that pertains to waterway improvements, whether that improvement be first started on the coast of Maine or in our own locality.

Surrounding Norfolk are our beautiful Hampton Roads, the Chesapeake, the Elizabeth and the James Rivers—bodies of water not equalled by any other on the civilized globe. Two different canal routes are offered to us, and while work has been started on a canal route from Norfolk to Beaufort Inlet, North Carolina, we feel that whichever of these routes shall be favorably reported on by the United States Army Board of Engineers, or if both of them, it is a matter we are at present unable to ascertain. What is of more importance, and which I desire to impress upon every merchant throughout the land, and especially upon every merchant in the great State of Virginia, is: that whichever route is selected, the retail merchants, the shippers and consumers must unite in one big effort and stand together as a unit behind that route which the national government decides is the best route for the greatest number and of the greatest benefit to our citizens at large. (Applause.)

The great Southland is alive to the situation. There is no sectional feeling between the business men of the Atlantic Coast from Maine to Florida. We all realize that we must work in harmony to secure the desired result, and we of Virginia feel that an improved waterway will mean the

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opening up of new business in old fields and in old territory so long neglected that if Adam were alive he would scarcely recognize, or, rather, discern any difference between the inland territory of the State of Virginia in his time and day and in that of ours.

Friends of waterway improvements! The time for action is at hand, and we of the North, of the South, the East and the West, must impress upon our representatives in Congress that from the Atlantic Coast to the Gulf of Florida the clarion voice of the people is heard with no uncertainty. They demand action! (Applause.) The time for coming into our own has long since passed, and what we demand is not words, nor arguments, nor eulogies over bond issues, but the absolute voting by Congress of enough money each year to build a great chain of free waterway canals from one end of the Atlantic Coast to the other, until the work is completed, and that in conjunction with this we want terminal facilities free from corporation or trust control. (Applause.) Waterways and terminals for the people, who will not, and shall not, be deprived of their inherited rights. (Applause.)

The Board of Trade of Norfolk, the Retail Merchants' Association of Norfolk, the Chamber of Commerce of Richmond, the Richmond Retail Merchants' Association, the Virginia State Retail Merchants' Association, and, in fact, every citizen from the Governor of our Commonwealth to those in the humbler walks of life have been doing a great work in promoting public sentiment in Virginia in favor of waterway improvements, and, gentlemen, when public sentiment once centers upon the right matter it becomes the guiding hand of our legislators, and the right matter at the right time today is the improved waterway project of our Association. (Applause.)

We do not go before Congress with a theory; we do not advance one thought for consideration that does not merit the support of every man, woman and child of our great republic. (Applause.)

The business men of Virginia recommend for consideration to our coming session of the State Legislature the appropria-

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tion of a sufficient sum and the enactment of a law permitting the Governor of Virginia to appoint a Rivers Commission, whose duty it shall be to investigate the waterways of Virginia and to work out in harmony the most feasible waterway improvements in conjunction with the Federal Government. We know that Virginians are vitally interested in waterway improvements; we know that the farmer and merchant of inland Virginia can, with a complete waterway, market his goods at a lower freight rate and reach new trade in new territory, and thereby increase the production of the soil as well as the manufacture of his raw material.

The building of State inland waterways means increased activity of trade for the present generation as well as for those to come, and, looking at it from a naval standpoint, I should say that that section surrounding Hampton Roads does not ask, but demands, a channel twenty-five feet deep, so that in times of war, as well as in times of peace, our giant warships may safely travel, at a moment's notice, from Norfolk to Florida.

My time is up; I cannot continue longer. (By unanimous consent, Mr. Schreier's time was extended.)

We are not content that torpedo boats or gunboats shall alone be able to use an inland route. We want a canal so deep that the largest type of war vessel may safely traverse a protected route and be ready for action at any port upon short notice to protect the interests of the people of this great nation. (Applause.) In this day of progress, when progressive policies are the set standard that must be maintained by all if they wish to succeed, must we not realize that in this success the improved waterways of our country and the maintenance of low freight rates must play an important part?

The commerce of the State of Virginia can be greatly increased without lessening the tonnage of freight or the profits of the railroads. New barge lines would be organized if an inland route were provided, and that means that the shipbuilding interests of Virginia would be revived to a large extent.

In 1910 Norfolk shipped 3,534,134 tons of coal by water.

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and Virginia 11,000,000 tons of Chesapeake coal around Cape Cod. Who shall say what she would ship if the intra-coastal canal was a fact?

While I have cited much about Tidewater Virginia, my position here is in the interest of not alone all Virginians, but the welfare of all citizens whose welfare means our welfare. We are citizens of one country; what affects one part eventually affects the other part, and in concluding my remarks let me impress upon every retail merchant, upon every business man in all spheres of life that all individual preferment for canal routes or any jealousy whatever must be laid aside. Let us stand united, one great brotherhood of citizens fighting for a worthy cause, never tiring, never letting up one inch of persistence until Congress recognizes the justness of our claims and starts the passing of an appropriation that will mean an inland waterway from Maine to Florida. A free waterway, with adequate terminal facilities. (Applause.)

Let us harken to the old adage, that united we stand, divided we fall. The past has seen us united; let that unity now be cemented into a solid phalanx of waterway hustlers who mean business, and whose work spells success, and in this great work we pledge to you the heart, the soul, the brain and the money of the sons of old Virginia, who will stand with you shoulder to shoulder for a free waterway from Maine to Florida. (Applause.)

CHAIRMAN HIGGINS: We will now hear from Pennsylvania, and I take pleasure in introducing Mr. Emil P. Albrecht, the Secretary of the Philadelphia Bourse.

CALL OF STATES—MR. EMIL P. ALBRECHT, OF PENNSYLVANIA.

Mr. Chairman and Delegates to the Convention, Ladies and Gentlemen:

Were it not that I fear her silence might be misinterpreted, Pennsylvania would not detain you at this late hour, but in a call of the States upon the Atlantic seaboard to announce their position with respect to this important movement, which is so rapidly approaching its culmination, each should make known in no uncertain terms where it stands.

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Pennsylvania, the Keystone of that arch of thirteen States upon which was built the superstructure of this nation, always has supported, does now support and will continue to support this movement which means so much not only to her, but to all of the States along the Atlantic Coast. (Applause.) Consistently, in season and out of season, by words and by deeds, Pennsylvania, from the inception of this movement, has labored for the attainment of the desired end, and how well she has supported it has been shown by the report of the Committee on Ways and Means and by the list of members and delegates to this and the preceding conventions. And Pennsylvania will continue her support and assistance until success shall have been achieved, still serving as the Keystone of that arch of States along the Atlantic seaboard, holding the separate units firmly together, cemented and bonded by brotherly love in a common cause, which must and shall prevail. (Applause.)

CHAIRMAN HIGGINS: We will now hear Captain Samuel E. Perry, of Atlantic City, N. J.

CALL OF STATES—CAPTAIN SAMUEL E. PERRY, OF NEW JERSEY.

Mr. Chairman, Ladies and Gentlemen of the Convention:

Just a word to say something about New Jersey, and if I can make myself understood with a bad throat I trust I may say something of interest to you. New Jersey has stood for something in that galaxy of thirteen States, lying as she does between the great Empire State of the North, bounded on the south by the great mineral State. Lying as we do, it became necessary for New Jersey early in the last century to take a step toward the improvement of waterways—the canal connecting New York and Philadelphia. True, you look upon that waterway and you see it now controlled by a monopoly, and you see it controlled by special interests, but there was a time when railroads did not control that canal which brought the two great commercial centers together by a water route, and so we feel that New Jersey taught something to the people of an open waterway between two great commercial centers.

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New Jersey today will soon be building and constructing a canal, intra-coastal if you please, along its coast one hundred and ten miles. New Jersey is entitled to some credit for bringing together the galaxy of splendid business men brought here from the North and the South, men who have lived for the cause of justice that the great commercial world shall be drawn together by the easiest and cheapest means, an open waterway. One thing more and I will have finished. When night was hovering through the heavens, a graceful white bird floated through the air, gently coming down, gradually, toward Mother Earth, dropped down in the little old town of Woodbury, in Gloucester County, in New Jersey, and there left its precious burden, a future son that made it possible for this convention to be a success—your President. (Applause.) As I look in the horoscope and lift the veil I can see that through that boy, through that young man, success is already written on our banner, and that before we again convene work in your State, Mr. Chairman (Delaware), will already have been started. (Applause.)

CHAIRMAN HIGGINS: I take pleasure in presenting Dr. Carrroll, of Maryland. (Cries of "Platform.")

CALL OF STATES—DR. CARROLL, OF MARYLAND.

Ladies and Gentlemen:

I do not know why I was brought here. I expected I might have to speak from the floor, but not from so exalted a station as this (the platform). What I would say is hardly worthy this exaltation.

I esteem it, however, a great privilege, when the name of Maryland is called, to be allowed to stand up for her; the Commonwealth that gave me birth and has protected me. Maryland was not only one of the thirteen of the colonies, but was among the first to cast her lot with you when this great movement was projected, and has been—as I think I can say—consistently and persistently loyal and true to her obligations from the start of this Atlantic Deeper Waterways Association.

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Maryland gratefully recognizes your Association; your recognition—that is the word—your recognition of her in coming with your convention first to Baltimore and afterward to other places that you have honored equally with your visit to Baltimore. I want to say that I need not attempt to show you more than to simply recite, or refer to, what Maryland has done in connection with other States on the Atlantic Coast to promote the success of this movement. I need not try to emphasize it. But what others have done, Maryland has sought to do, and I will pledge her today to you for fealty, for enthusiasm, for persistent and heroic devotion to all the movements projected by you. Gentlemen, I need not say more; I need not say anything on the general subject. It has already been admirably said; nothing further needs to be added. I congratulate the Association and you individually of Richmond upon this entertainment, the speeches that have been made, the outlook and the prospect of ultimate success in the great, noble and splendid enterprise which you have launched and sustained so nobly that you will be faithful to the end. You have not only indicated ability, but enthusiasm and splendid heroism, and you will win the victory and have it written upon your banner, for which I sincerely wish and devoutly pray. (Applause.)

CHAIRMAN HIGGINS: Mr. Mullen, of the Wilmington, Delaware, Board of Trade.

CALL OF STATES—MR. WILLIAM D. MULLEN, JR., OF DELAWARE.

Mr. Chairman, Ladies and Gentlemen of the Convention:

Just why I was selected to respond to Delaware's interest I was at a loss to know until this morning. I was told that Delaware had thirteen representatives and the Chairman of the delegation said: "We are, indeed, glad to see you, for you will break the hoodoo," so I appear before you this afternoon as a mascot. (Applause.)

Now, a few words as to Delaware's interest in the inland waterway movement. I want to remind you of the fact that the State of Delaware has always been interested in all move-

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ments that have pertained to the interest not only of their own community, but to the interest of the whole United States. (Applause.) I can only remind you that Delaware was first among the first in signing the Constitution. Delaware has contributed from her resources to the government of the United States such men as Rodney, Clayton, duPont, Bayard, Gray, Higgins, and, not least and last, Burton and Heald. (Applause.) I appear as a mascot! Gentlemen, Delaware is the mascot of the inland waterways movement. This movement was conceived in Wilmington, Del., on January 4, 1904; it rested with the Wilmington Board of Trade to point out to our neighboring States the greatness of this movement. (Applause.) Some people have said that Delaware's interest has been a selfish one. If you will turn to the map and look at Delaware and see how we are located you will find that Delaware has least to expect. We entered this movement because we felt as though something needed to be done to interest the whole Atlantic seaboard in what we believed to be one of the prime movements of the century. I, together with my colleague here, possibly have been somewhat more largely interested in this movement than some of the others from the fact that we were children of the canal movement, having both been born within a stone's throw of the Delaware and Chesapeake Canal, and naturally our interest in this movement has been great.

Wilmington having, as we feel, started this movement, wants to pledge to the inland waterways Association its support, and we can assure you that whatever are your interests are our interests, and that you will find us responding in every particular to everything that is done that this Association may direct. I thank you, gentlemen. (Applause.)

CHAIRMAN HIGGINS: I am glad to present Mr. Pleasant A. Stovall, of Georgia.

CALL OF STATES—MR. STOVALL, OF GEORGIA.

Mr. Chairman:

I shall not detain this convention long. I have only a word to say, but I do want to say that the State of Georgia

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is much interested in this work, and that the city of Savannah, although represented by a single delegate, is certainly going to stand with you until the end. (Applause.) I received the appointment of all the trade bodies of Savannah, being members of this Association, and also a commission from the Governor of Georgia. I mention this simply, gentlemen, to show you that the State of Georgia is vitally interested in what you are trying to do.

I want to congratulate the delegates from Florida; there is rivalry between Jacksonville and Savannah, and when I heard the gentleman from Jacksonville get up and invite you to meet there in 1913 I threw up my hands in horror; that is another scoop for the city of Jacksonville. I hope you will go there, inasmuch as he has urged the first invitation.

Just one word. Georgia's waterways extend from the city of Savannah to the Florida coast, being protected by various large islands fronting the ocean; that waterway is already in existence; it does not have to be cut, only to be widened and deepened in places. There are no canals necessary. Colonel Kingman, one of the most practical army engineers, is now in charge of the station, which includes the city of Savannah, and from report of the army engineers it is very evident that Colonel Kingman is familiar with the conditions, and you may be sure that with Colonel Kingman in charge of this work you are going to get what is coming to you and the waterways will be developed in every possible way. (Applause.)

Before the next convention we want J. Hampton Moore to come to Savannah one more time. He has been there several times, and no man is capable of producing more enthusiasm at a banquet or among business men than the President of this Association. (Applause.) I don't like to say it to his face, but his name is a household word in Savannah, and a speech he delivered two years ago before the Board of Trade is repeated there from time to time. It was an inspiration to the people of Savannah. (Applause.)

I will not detain you longer. I want to assure you that, although I am the lone delegate, Georgia is with you. (Applause.)

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RESOLUTIONS OF THANKS.

Mr. Wells, of New York, then introduced the following motion, which was carried:

WHEREAS, The able representatives of the press of the city of Richmond have correctly and liberally reported the proceedings of this convention; therefore, be it

Resolved, That a vote of thanks be, and is hereby, tendered to the reporters and newspapers of this city as a mark of appreciation and in recognition of their invaluable services to the cause in which we are all enlisted.

Mr. Albrecht offered the following resolutions, which were adopted:

Resolved, That the thanks of this Association be, and they are hereby, tendered to the general and special committees of the citizens of Richmond who have given of their time so generously to make this Fourth Annual Convention of the Atlantic Deeper Waterways Association the great success that it has been; providing so liberally and bounteously for the welfare and entertainment of the delegates so that our visit to the Capital City of the Commonwealth of Virginia will ever remain as a pleasant and cherished memory and a further evidence of the well-deserved reputation it possesses for true Southern hospitality.

Resolved, That the thanks of this Association, and of the delegates to this convention, be, and they are hereby, extended to the delegation from Troy, N. Y., for the delightful manner in which they have contributed in music and in song to making this convention one long to be remembered.

At the request of a large number of the ladies who have accompanied the delegates to this convention, and on their behalf, I move that the sincere thanks of this Association be tendered to the local committees of ladies and gentlemen who have so untiringly devoted themselves to the interests of the ladies who have accompanied the delegates to this convention, in entertaining them so lavishly and splendidly in various ways during these two days and with promise of still further entertainment to-morrow, and particularly to the gracious wife of His Excellency, Wm. Hodges Mann, the Governor of the Commonwealth, for the reception tendered the ladies this day, the entire series of entertainments serving to more than confirm all that has been heard and said of the hospitality of the South and particularly of Old Virginia.

At 6.15 o'clock Chairman Higgins announced a recess until 8 o'clock.

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SECOND DAY—EVENING SESSION.

THE AUDITORIUM, HOTEL JEFFERSON,

RICHMOND, VA., October 19, 1911.

The convention reassembled at 8 o'clock, Hon. John Lamb, of Virginia, Presiding Officer.

PRESIDENT MOORE: The hall is rapidly filling up, but I will spar for time. Last night we were delightfully entertained by a type of people that do not prevail north of Mason and Dixon's line. We had the real article in black last night, so black that when the leader of the troop was asked by one of the company for a penny he found the purpose to be to give it to some darkey in the North who had been discovered to be more black than the members of the troop. (Applause.) Look upon me, gentlemen, and then upon "my men" (pointing to Congressman Lamb and Mr. Freeman, both on the platform). (Laughter.) There sits Sambo and here sits Bones! (Laughter.) I am the ham in this sandwich. (Laughter.) Of course, there is not much meat in the sandwich. (Laughter.)

Tonight we are to have one or two short talks; one is a talk on the subject of Virginia waterways and Richmond's peculiar interest in them, and then we are to have an address by one of the real American heroes, the discoverer of the North Pole. (Applause.) The Admiral is here, somewhere about the hotel, and will be with us presently to take his place upon the platform.

The business session of this afternoon, like the business session of this morning, was not wholly destroyed, but very much endangered by Richmond's hospitality. Now the ladies have returned to us and we shall have a packed house to-

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night. They have a Governor in Virginia who acknowledges that there is one in his house whose authority is even greater than his, and both of them devoted much of the morning to the entertainment of a large portion of the convention, to the utter dismay of those who were left to attend to the business; but then this is Richmond's way. We have promised to correct it next year, when we get beyond the borders of Richmond's hospitality; we shall endeavor then to separate business from pleasure so that the ladies who come here may be able to be present at these enjoyable business sessions. I know how painful this subject is to Captain Lamb (laughter), who would like to start in as Presiding Officer, but we want the Governor and the Mayor to know about this. (Laughter.) We had resolutions passed today thanking the people of Richmond for our entertainment while in their midst, but those who had been accepting entertainments were too tired to come in and listen, and hence these expressions of esteem were lost upon the Richmond audience. I hope this will not be unnoticed. To the Governor of Virginia, the Mayor of Richmond and to all the good citizens of Virginia we would have it known along the borderland of the Atlantic from Maine to Florida that we have not been unconscious of the courtesy that has been shown us in the old Dominion State. (Applause.) You see, even the galleries are filling up rapidly. (Laughter.)

Now, this afternoon it was impossible to finish all the routine business. We thought we had heard from every State, but some were taken outside and some were too embarrassed to let us know. We have with us the Speaker of the House of Representatives of the State of Vermont. He has been here for two or three days, and he has fought through these sessions unheralded. He will not speak as long as I have, but I want now to have you of Richmond, and you of the Atlantic Coast who did not attend to your business this afternoon listen to Hon. Frank E. Howe for four minutes. (Applause.)

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CALL OF STATES—MR. HOWE, OF VERMONT.

Mr. President, Ladies and Gentlemen of the Waterways Association:

This morning there was a letter read from the Governor of Vermont, expressing his regret that he could not be here on this occasion. In that letter the Governor stated that he happened to be one of those who were down here forty years ago, and the President sort of intimated, in an aside, that possibly at that time he may have been shot at by Captain Lamb and was a little scary about coming again. Now, I won't give away any State secrets of the Governor of Vermont; he was not only shot at, but they hit him twice the same day. He still walks with a limp. But Captain Lamb could not have kept him away if he had known of the hospitality of Virginia, as I know now. (Applause.)

Vermont is a small State, but it was the first child born in the family, and, while it has never achieved any great population, our resources exceed those of a good many other States. Yesterday the gentleman from Massachusetts—Commodore Crane—who spoke in response to one of the addresses of welcome, produced a sample of granite. It is very beautiful and fine, but we of Vermont produce more granite than any other State in the Union, and also more marble, while in the production of slate we are only second to the State of Pennsylvania. (Applause.)

Vermont is interested in the waterways through Lake Champlain. We are connected with the Champlain and Hudson Canal. We have a waterway leading into the heart of Vermont, and we are anxious to help build the waterways. The only object I have in speaking is to say that if the President of this Association, or its members, or those interested, find that the Vermont delegation in Congress is not doing its share, just send us word and we will jack them up in the interest of the deeper waterways of the Atlantic Coast. I thank you. (Applause.)

PRESIDENT MOORE: The State of Massachusetts appointed a commission on the problem of a waterway across the State,

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and Mr. Skinner was a member of the commission who did not vote with the majority. He did not get a chance to speak on the call of States this afternoon, so we shall ask him to speak briefly now.

CALL OF STATES—MR. SKINNER, OF MASSACHUSETTS.

Mr. President, Ladies and Gentlemen of the Convention:

I stand here a delegate from Massachusetts, having been appointed by its Governor. I am proud of that grand old Commonwealth; I am proud of what she has done in the past and what her sons and daughters have done for this great country of ours. I think, truly, that the other States in the Union come to our Commonwealth and copy our banking laws, copy our educational laws. Other States have copied our insurance laws; they copy our labor laws and they copy the other laws we have on our statute books.

As to waterways—I must confess that I stand before you and must shake my head. But you gentlemen down here in Richmond have treated us so courteously we have come to learn something, and we want to take you for a pattern and to imitate the people of the State of Virginia.

Our legislature is heartily in favor of this movement; so is our Governor, and the Mayors of Brockton, Taunton, Fall River and others are in favor of it. It was simply a matter of misunderstanding that the Massachusetts Canal Commission did not fully measure up to the standard. We come to help you get your link in this inland waterway system, and I am sure you will help Massachusetts, too. Of all the States that have the different links, Massachusetts has the best reason for having an inland waterway from Narragansett Bay to Boston Bay. More ships pass Point Judith than any place in the world, except Sault Ste Marie Canal and the Suez Canal. An average of $500,000 worth of marine property is lost between Point Judith and Boston each year, and many lives have been lost there. I am sure that Boston and Eastern New England could save over $5,000,000 yearly if that link, and connecting Southern links, were built, and yet I would like to dwell on one phase of this question, and that is a question far ahead of the economic side

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—the humanitarian side. While we were discussing the question in our legislature last winter several barges left your port at Newport News for Boston in January, and, passing up the coast, struck a northeaster; two barges foundered and the lives of seventeen were snuffed out in a minute. You probably read the account of the disaster and you probably said, poor fellows, and went on reading another item. But if you could visit the homes and see the mothers and widows and would take those heartrending affairs to yourself you would understand. I lost a three-masted schooner off Cape Cod one December; seven men lost their lives. The captain was a typical down-east Yankee, and it was all I could do to write to the widow and tell her of her loss. She had six children. The letter I received from her in response to mine was the most pititful letter I ever read in all my life. That is far above the saving of dollars and cents, providing means of transportation so that the treacherous foes to the seaman can be avoided. When you lie in bed, snugly tucked in, and hear the sound of the shrieking winds, just remember the boys off Cape Cod; they are there, and they are looking and listening and trying to find some light to guide them to safety. Some never find it; their bones lie in the long stretch of that inhospitable sand. The human element of it, to provide some way so the sailors may be protected during the gales of winter, by an inside passage, that is what we want, and I feel sure that before we meet again under our noble President we will have gotten results and the mariners will soon be able to have protection from the wintry storms. (Applause.)

VICE-PRESIDENTS AND DELEGATES.

Mr. Burk read the list of Vice-Presidents and State delegates chosen by the several State delegations:

VICE-PRESIDENTS.

Maine.....Charles M. Stewart
Vermont.....Frederick H. Babbitt
New Hampshire.....O. L. Frisbee
Massachusetts.....A. Homer Skinner
Rhode Island.....Lyons Delany

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Connecticut	Edward H. Warner
New York	Joseph A. Goulden
New Jersey	Fred. W. Donnelly
Pennsylvania	Charles Heber Clark
Delaware	Hon. Hiram R. Burton
Maryland	Joseph C. Whitney
Virginia	Harvey M. Dickson
North Carolina	D. M. Jones
South Carolina	W. D. Morgan
Georgia	Pleasant A. Stovall
Florida	George F. Miles

DELEGATES.

Maine	————
Vermont	Frank E. Howe
New Hampshire	————
Massachusetts	Frank Fessenden Crane
Rhode Island	Fred. F. Halliday
Connecticut	E. E. Durant
New York	Wm. T. Donnelly
New Jersey	William J. Bradley
Pennsylvania	Frank D. La Lanne
Delaware	Hon. Wm. H. Heald
Maryland	William W. Cator
Virginia	T. M. Carrington
North Carolina	Frank Wood
South Carolina	R. G. Rhett
Georgia	Joseph F. Gray
Florida	Charles M. Cooper

THANKS FROM THE LADIES.

Mrs. Linthicum then offered the following resolution of thanks, accompanying a letter addressed to President Moore, which was adopted:

THE JEFFERSON,
RICHMOND, VA.

Hon. J. Hampton Moore,
President Atlantic Deeper Waterways Association.

The ladies in attendance at the Atlantic Deeper Waterways Convention wish to express their appreciation of the beautiful entertainment that has been planned for them and the many courtesies extended to them during this convention. To the officers of the organization and to the Richmond committee they tender cordial thanks and

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earnest wishes for the completion of the great work which has brought us together.

MRS. FREDERIC SCHOFF,
MRS. GEORGE E. BARTOL,
MRS. ALFRED D. WARNER,
MRS. EMIL P. ALBRECHT,
Committee for the Ladies.

PRESIDENT MOORE: It is almost impossible for those of you who are not members of Congress to understand the splendid good feeling that prevails among those Congressmen who like each other. (Laughter.) Mr. Small, of North Carolina, struck my fancy the moment I arrived, five years ago, and I seem to have struck his; there is no dividing line between us. We have been one in all things save that which might make Governor Mann the Governor of Kansas on a Democratic ticket. (Laughter.) That feeling prevails between myself and the member from Virginia who is to preside over this meeting tonight. We are both young men (Captain Lamb and I), fighting the best we know how for what we believe to be best for our constituents, and as he has always treated me with kindness, I could not hold him otherwise than as a true and generous friend. This is personal, but it is one of the things that appeals to the human heart. Colonel John Lamb, of Virginia (applause), of an old Virginia family, of the old Virginia type, fought upon his side in the Great Civil War, and then went to the Congress of the United States to forward the country's welfare. (Applause.) I have only that knowledge of the great rebellion—we call it the Civil War in Congress, and not the rebellion—which comes from contact with those who participated in it. I was born on the day that General Grant came back to Washington after his many victories in the South and met for the first time the great Abraham Lincoln; but prior to that John Lamb, my colleague in Congress today, struggling along the same road that I am now, had his musket on his shoulder doing the best he could in defense of the cause he espoused. (Applause.) He entered at Bethel and he came out at Appamattox. He was hit three times by the excellent marksmanship of the men upon the other side, against whom he bears

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no ill will today; and that is the glory of the country and our people, that we have ceased to chide each other and have forgotten the anger and the passion of '61 to '65. (Applause.) I speak thus of Captain Lamb because the first day I entered Congress he came forward with the hand of friendship. It has been mine to the core from that day to this. (Applause.) He was one of the men whom my people of the North learned to honor and respect because they were foemen worthy the fighting. And, strange as it all is, he belongs today to the majority of those who are in control of the destinies of the nation. (Laughter.) Time works wonders and sentiment changes rapidly. The party to which he belongs will not assuredly, cannot assuredly (laughter) hold sway long—except that we would like to see Governor Mann continue as Governor of Virginia—for we shall soon be obliged to take the reins of government again. But for the time being Captain Lamb is Chairman of the great Committee on Agriculture of the United States. Those of you who want seed to plant in your back yards and gardens, and to decorate your windows in your homes, must get them through him—for in the gyrations of politics he assumes that burden and relieves the rest of us, for which some of us are duly grateful. (Laughter.) I have robbed the Captain of much of his time, but I did it to get him a full house, and he surely has it now. You will be delighted, as I have been, to hear and to know the distinguished representative from Virginia, my colleague, Captain John Lamb. (Applause.)

HON. JOHN LAMB, OF VIRGINIA, CHAIRMAN.

Mr. President, Members of the Atlantic Deeper Waterways Association, Ladies and Gentlemen:

I would like to know how I am to reply to that speech in five minutes. (Laughter.) My good friend and colleague has told you in which military school I graduated. Of course, my friends and constituents from Richmond knew that fact already, but I doubt whether these ladies here from the rest of our thirteen States would think so, looking at your speaker! It is true, my friends, that I did matriculate

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at Bethel and had my first baptism of fire in the engagements around Richmond, where I failed to treat Mr. Goulden as I should have, perhaps, yet I am thankful I did not kill him. It is true that I scored one point at Manassas and reached the third degree at Gettysburg, near the home of the splendid President of this Association, and I want to say to him, as well as to this representation from the old State of Pennsylvania, that we of the cavalry corps took nothing but a little light bread and apple butter. I have been there recently and have seen something of those Pennsylvania people, your constituents, representatives from that State. I was there not long since and was called on to speak, and I was surprised when the representative of the Grand Army of the Republic said to me, "Why, Captain, the reason we succeeded when you fought so valiantly was that the Almighty was on our side." (Laughter.) I don't know whether my old colleague Goulden would say that or not, I have never asked him, but I said to this Grand Army commander, "These people in Gettysburg are intelligent; they cannot say on which side the Almighty was, but I may quote Napoleon as saying that the Almighty is on the side of the heaviest artillery, and inasmuch as you had the heaviest artillery and about one and a half men to one, in that sense the Almighty was on your side." (Laughter and applause.) One old Federal soldier exclaimed, "My Lord, I never thought of it in that light before." But I did not intend to make a "rebel" speech, a Confederate speech, if you will; these remarks are only suggested by the introduction of my good friend and colleague here. There is no occasion for my throwing bouquets at him; they have been plentifully given to him here. Indeed, I may say, I throw bouquets when he arises on his side of the chamber, for I listen, though I take with a grain of salt what he says sometimes. (Applause and laughter.)

I have no prepared speech, as you can see by the way I am talking, but walking down the street I was reflecting on the very question that was so well presented a while ago by the gentleman from Massachusetts; it was the humanitarian side of this proposition. (Applause.) Now, my friends, such is

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our constitution that it requires most urgent appeals to induce us to engage in what will redound to our happiness. This principle of ours is well recognized in the domain of ethics and morals, and holds in politics and economics, and for that reason this Association of four years' standing was organized with the purpose of creating a public sentiment that would result in asking of the representatives of the greatest legislative body on earth, since the Roman Senate expired, an appropriation that would complete the canal from Maine to Florida. It looks to me, as I have listened to these speeches on various occasions during the meetings of this Association, that the experimental and educational feature of this Association has passed. All that is now left for these people to do, through this committee that was appointed today, is to present the claims of this Association to your representatives in Congress and ask them to appropriate from the treasury the money, not otherwise appropriated, for the accomplishment of this purpose, or else to do as the gentleman from Trenton, who made a speech yesterday, suggested—issue bonds to carry out the scheme. (Applause.) For myself, and speaking as the representative of the good people of the Third Congressional District and voicing their feelings in this matter, as I conceive them to be, I think that the issuance of bonds will be the best and the easiest way to reach results. If you issue bonds for the Panama Canal, why not issue them for deeper waterways along the Atlantic Coast? (Applause.) I can see no good reason why it should not be done. (Applause.) Why, my friends, issue those bonds—the first $18,000,000—and follow on each year, up to $80,000,000, and there are men here who will not have reached the age of your speaker before these bonds will give a "quid pro quo" that will compensate for every dollar spent. (Applause.)

The representatives of the thirteen original States that formed this Union can demand this of the Congress of the United States. The representatives in Congress of these thirteen States now hold a majority of the chairmanships on important committees in the House of Representatives. Through their influence, and with it the sentiment of the

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people along this Atlantic Coast, the scheme can be put into operation, and I earnestly hope that the members of this Association, before twelve months have rolled around, will see the fruition of their hopes and their desires along this line. (Applause.)

I am not going to talk longer; you have more distinguished speakers than I. You have heard a good deal of Virginia hospitality; there is another element in the Virginian's character that you may have observed, and that is his extreme modesty. (Laughter.)

The first speaker of this evening told me, with a feeling that I thought was extremely modest, that I must not introduce him with any flourish of trumpets; that he was a business man; you know him and I have known him long and favorably. He belongs to another branch of this waterways; he is a director in the National Congress of Rivers and Harbors. He is intensely interested in his work, but I think just as much in the Atlantic deeper waterways, and he, like your speaker, is deeply interested in digging the James River out as one of the estuaries to carry the products from 1,700 manufacturing establishments of this city and have one or two more Dutch Gaps between here and Newport News. (Applause.) If I may be indulged to make one more personal allusion, for fourteen years I have agonized over this project, and, in season and out of season, have insisted that the Committee on Rivers and Harbors must give us more money than we have been getting, in order that we may have, not 18 feet, but 25 feet of water from here to the sea. (Applause.)

I have the honor, and take great pleasure, in introducing to this audience Mr. J. C. Freeman. (Applause.)

THE PORT OF RICHMOND

Mr. J. C. Freeman, of Virginia

I confess to a little feeling of doubt as to the propriety of a Richmond man on this occasion addressing this distinguished audience, our guests, on a subject that must deal so much with Richmond. The port of Richmond is the subject given to me. But our honored President, Mr. J. Hampton Moore,

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has issued the order, and, being something of a Stonewall Jackson man, we in the ranks do not dare disobey. (Applause.)

In briefly presenting to you some of the facts connected with the commercial life of the city of Richmond, that you may know what part it can and will take in the important project of opening an inland waterway from Maine to Florida, permit me first to call your attention to its unique geographical position.

The United States occupies that part of the North American continent which is best suited for human habitation. A short distance south of Florida or Texas the continuing high temperature very soon saps the life and energy of even the young, while but a few miles north of our Canadian border a zero temperature is often encountered and an almost perpetual battle must be fought with ice and snow.

Richmond is not only situated just midway between these two extremes of heat and cold, but, although on an arm of the Chesapeake Bay, with a rise and fall of three and a half feet of tide every day, it is inland from the sea more than one hundred miles, and is about the same distance from the mountains on the west. Our climate is unsurpassed. We very rarely have a heat prostration, and never a death from freezing. Our health record compares favorably with that of any city of the country.

While this part of the United States east of the Allegheny Mountains was the first settled by our fathers, and, being in closest touch with Europe, is, as a whole, further developed than other sections of the country, it is nevertheless true that we have hardly begun to use the natural resources lying on every hand. This statement is particularly true of the southern part of this section. All around us there are millions of acres of uncultivated land. Although not utilized, this land is far from being worthless. It can easily be made to produce not only a very great variety of farm products, but these in exceedingly profitable quantities. Twenty-five dollars per acre is not considered bad from the rich wheat fields of the West. In Virginia and in the adjoining Southern States several times that amount is frequently obtained from the cultivation

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of corn, cotton and tobacco, while the return from these staple crops is not to be compared with the very much larger yield from fruits and vegetables.

The mineral wealth of the South is not yet known. We have barely touched the coal, iron and other valuable mine products right at our doors. Just ten miles west of this city there is a bituminous coal field which Prof. N. S. Shaler, of the United States Geological Survey, says contains 1,152,000,000 tons of coal. The high grade of this coal is fully attested by the fact that the Richmond, Fredericksburg and Potomac Railroad is using it regularly on the engines running between this city and Washington. While mines were opened in this field as early as 1822, they have been worked to such a limited extent and in such an irregular way as to give but little more than positive proof that a most excellent quality of coal exists throughout the entire field. To give you a better idea of the extent of this deposit I will add that it covers an area of 189 square miles, while the Schuylkill anthracite deposit of Pennsylvania covers only 146 and the Lehigh 128 square miles.

The topography of our country is such as to distribute throughout the land the natural waterpower of our rivers, which, as they descend from the mountains to the sea, furnish numberless ideal sites for factories and power plants. Take as an illustration the James River, which passes through the coal field just referred to. From the foothills of the Blue Ridge Mountains to tidewater at our city wharves the descent is 600 feet, 100 feet of which is practically within the corporate limits of Richmond. With a series of lock dams thrown across the river all the way up, what will it not be worth for manufacturing and transportation purposes?

All of this country, from the Potomac River to the Gulf of Mexico and back beyond the mountains to the Mississippi River, is directly tributary to Richmond. It is entirely covered by five great railroad trunk lines, the Chesapeake & Ohio, the Norfolk & Western, the Southern, the Seaboard Air Line and the Atlantic Coast Line. These lines radiate from this city as the spokes do from the hub of a wheel. With

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these facts considered, it must be admitted that Richmond is the natural gateway to the South.

Our present water approaches are good and are susceptible of great improvement. We now have a depth of 16 feet from our city wharves to the sea; twenty-five and a half feet is promised by the general government, and as soon as we can secure the use of one of those great Panama dredging machines, to straighten a few bends in the river, we expect thirty-five feet. These improvements will enable ocean liners to enter the James, and then there will be nothing to prevent Richmond's becoming the great fresh water inland port of America, as Hamburg is of Europe. (Applause.) Hamburg is 93 miles inland; with a straightened river Richmond will be about the same distance from the sea. We now have one cut, Dutch Gap, made with pick and shovel, largely under the supervision of General Butler during the war. This cut, although only 200 feet in length, saves seven miles travel. A few more such changes will still further shorten the distance about twenty-five miles. When this shall have been accomplished our city will make ample provision for the accommodation of trans-Atlantic liners.

Our wharves on this side of the river are now being extended and improved, and on the south side a very large basin, or dock, can easily be provided, according to plans already carefully worked out, which include the most up-to-date terminal facilities and railroad connections to be found anywhere.

The ocean-borne freight of the world has increased 3,000 per cent. during the last century. Are not all of the cities of our Atlantic seaboard deeply interested in this fact?

About twenty-five years ago deep water was given to Frankfurt-on-the-Main. As a result its population increased from 103,000 in 1875 to over 500,000 today. With this great and rapidly developing country back of us, if deep water is given to Richmond on the James, she will far surpass Frankfurt's record in the next twenty-five years. (Applause.)

About one hundred years ago General Washington proposed a canal on the north bank of James River to unite its waters with those of the Kanawha, for the purpose of open-

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ing up commercial communication with the Mississippi Valley, the great food-producing section of our country today. About the same time the State of New York began to dig the Erie Canal. The Virginia project stopped at Buchanan, but that of the Erie Canal went through. Suppose the New York enterprises had failed and the James River and Kanawha Canal had been completed, where would the metropolis of the country be today, on Manhattan Island or in Virginia? Who can answer such a question? And who will tell me what the benefit will be to our children one hundred years in the future, if we shall now open an inland waterway from Maine to Florida? (Applause.)

Fifty years ago Richmond was almost annihilated. For four long years, as the prize for which all contended, it received on its head the full force of the blow that nearly crushed the life out of the entire South. When the Confederate Army crossed the James it left the city in flames, and when the Federal Army departed, ashes covered the streets. Nearly all of the strong men of 1860 were in soldiers' graves, and therefore the task of rebuilding rested upon the shoulders of the gray-headed fathers and their grandsons—mere boys. The struggle was hard and progress was slow. Ten, twenty, thirty, forty years passed before the march became steady and the progress marked.

The census shows that during the last ten years our population has increased over 50 per cent., but a good deal of this was due to the extension of our corporate limits. During the same period our business enterprises have moved forward at a much more rapid pace. Our manufacturing and jobbing interests have each increased over 102 per cent., our assessed values over 106 per cent., post-office receipts 171 per cent., bank deposits 207 per cent., building operations 302 per cent., and telephones nearly 600 per cent. (Applause.)

Richmond claims to have among its business establishments four of the largest of their kind in the world. The Richmond Cedar Works, making countless tubs and buckets for use in this country and abroad; the Southern Manufacturing Company, manufacturing the "Good Luck" Baking Powder, which

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is shipped not only in car lots, but by train loads; the Southern Stock Yards, Action Sales Stables, furnishing annually about thirty thousand horses and mules to the farmers of the South, and the Virginia Carolina Chemical Company, a fifty-million-dollar corporation, distributing fertilizers broadcast in every direction. These are individual plants. There are other interests of large proportions, represented by a number of establishments, that well deserve to be mentioned if time permitted. I will refer to only two.

The paper mills of Richmond turn out 60,000,000 pounds of paper annually, of which 32,000,000 is blotting paper, constituting 75 per cent. of all the blotting paper made in this country and more than is produced at any other place on earth.

Our tobacco interests are our largest. Richmond is headquarters for the Leaf Department of the Imperial Tobacco Company, of Great Britain and Ireland, and the Austrian and Japanese Governments. There are located in this city four of the largest plants of the American Tobacco Company, manufacturing chewing and smoking tobacco and cigarettes and cigars. Around these are grouped a number of independent factories, and together they handle 89,000,000 pounds of tobacco annually, of which 70,000,000 is put in finished shape for the consumer before it leaves the city. Ten thousand employees are engaged in this work. Richmond is now paying into the treasury of the United States, on this one article of tobacco, $4,250,000 annually. This is one of many good reasons why the general government should promptly give us deep-water navigation. (Applause.)

The rate at which we are now moving is very rapid, but it is on a most conservative and substantial basis, and therefore we are confidently looking for better things, when we shall see the burdened barges and teeming tugs coming to us by way of the Atlantic Inland Waterway. (Applause.)

I am strongly of the opinion that but few people fully appreciate the value to a commercial community of water transportation by barges, the cheapest known method of moving freight. Barges are not meant for carrying only cement and

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sand or bricks and stone, as some seem to think. When the Atlantic Inland Waterway shall be opened, barges will be seen, in large numbers, from one end of it to the other, laden with all kinds of freight. There will not only be the coal barge from Pennsylvania, reducing greatly the cost of that important article to the manufacturers in all of the cities of the Atlantic seaboard, but there will also be the shoe barge from Boston, and the dry goods barge from New York, and the cotton barge from Charleston, and the refrigerator fruit barge from Jacksonville. Such a vision as this, it seems to me, should be encouraging to every business man who may be fortunate enough to be in touch with this proposed waterway; but, as bright as it may appear from the business side, that view is not the only one. The pleasure boats, the steam yacht and the naphtha launch, will daily land on our shores people whom we will all be glad to welcome among us. (Applause.)

Mr. President, I am persuaded that not since the 4th of July, 1776, has anything been attempted in this country that will contribute more towards bringing together, in brotherly love, the people of the North and of the South, than the opening of this safe inland waterway. (Applause.) If we of the eastern part of this great Republic are ever to come fully into the possession of our blessings, we must, with hand and heart, pull together. (Applause.)

About 2,500 years ago, the Collossus of Rhodes was erected to guide the mariner safely into port. More recently there has been placed in the harbor of New York that beautiful statue of Liberty, enlightening the world, but when the Panama Canal is opened and the thousands of ships now going to and from the Orient, via the Suez Canal and around the continent of Africa, shall be transferred to this side of the Atlantic, and the Gulf Stream shall become crowded with steamers from Havre and Hamburg, London and Liverpool, New York and Boston, and Panama and beyond, we should place on the Virginia Capes, the central entrance to your inland waterway, two figures representing twentieth century commercial life. (Applause.) On one cape should stand the

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American manufacturer, with one hand extending a welcome to the passing people of all nations (applause), while in the other he holds aloft the modern factory, ablaze with electrical light and power. (Applause.) Across the channel, on the other cape, should be seen the Merchant Prince exhibiting the plentiful products of this wonderful country and inviting all the world to come and share them with us. (Applause.)

INTRODUCING REAR ADMIRAL PEARY.

CHAIRMAN LAMB: I am sure that those who have listened to Mr. Freeman, when they return to their homes, will tell their sons that not a better place can be found than in old Richmond, Va., for their abiding place and for their business life, and, speaking from experience, you may tell your sons that they cannot in all America find prettier, better educated women than in Richmond. (Applause.)

Now, ladies and gentlemen, weeping philosophers and pessimistic writers claim that the heroic age is past; that materialism and commercialism, of which we have heard much in the past few days, has warped the moral fibre and laid in the shade the feelings of sentiment and reverence. They tell you that the young men no longer dream of the spirit of 1776 nor of Henry's clarion voice—"Give me liberty or give me death!" They do not appreciate the spirit of Bunker Hill and Valley Forge, Guilford Court House and Yorktown, and the feelings of the men who wore the gray and the men who wore the blue in that heroic period of fifty years ago, when men whom you know and see in life now sacrificed home and its comforts and endearments for their convictions. Those men, now passing rapidly from the scene of action, have given to the world the highest evidences of heroic valor and devotion to duty that this world has ever seen.

Permit me to say: It requires as much moral courage; as much strength of character to meet the stern duties and pressing responsibilities of life as it does to face the perils of the battlefield. We present to you one of these heroes of peace (applause), a man who has met responsibility and vast

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difficulties such as perhaps few soldiers, whether those who wore the blue or those who wore the gray, endured; a man who in the face of obstacles such as would prevent the ordinary man from persevering to the end in his noble achievement, used his own means and that of his friends, to place the flag of this mighty country in competition with European bearers, on the crest of the northern pole. (Applause.) And not only this, his noble wife, the companion of his bosom, was his company in many of these struggles, and she is here tonight. (Applause.) So that the spirit of self-sacrifice and devotion to duty that warmed the hearts and fired the hopes of the women of America is not dead in the hearts and minds of the noble women of this generation. (Applause.)

I take the greatest pleasure and pride and have the honor of presenting to you this hero of America, and I ask the President of the Association to escort to the stand Rear Admiral Peary, of the United States Navy. (Applause.)

REAR ADMIRAL PEARY.

Ladies and Gentlemen:

I cannot tell you how deeply I have been touched by the characteristic Southern eloquence of your Presiding Officer here tonight and his personal tribute to Mrs. Peary and myself. (Applause.)

It is an imperial subject which has brought the members of this Association here in your great city—the subject of waterways. Natural waterways, as presumably you have already been told by the speakers at this convention, natural waterways have builded cities and made nations, and natural waterways have determined the sites of great cities. For artificial waterways nations and States have expended millions, and we have today the international waterway, the Suez Canal, as one of the examples, and that other, the Panama Canal. (Applause.)

Certainly there can be no question as to the commercial and military and strategic advantages of that line of waterways from Maine to Florida, and the natural extensions of that line are the Panama Canal and the waterways to the Pole.

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(Applause.) When these are all completed—perhaps we are far enough away here for me to whisper, that the two extremities of the extended line of communication mark our natural sphere of influence. (Laughter and applause.)

Rear Admiral Peary then followed with an illustrated lecture, "Waterways to the North Pole," following which the delegates and guests were presented personally to Rear Admiral and Mrs. Peary and Governor and Mrs. Mann. The convention was then declared adjourned.

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ENTERTAINMENT OF DELEGATES.

Besides the evening entertainments heretofore reported in the report of the proceedings of the convention with which they were identified, special entertainments were provided for the ladies during all the days of the convention, and at its conclusion all who attended the convention were taken on a delightful trip down the James River to Old Point Comfort. This excursion had been arranged by the Chamber of Commerce of Richmond and was very well managed. Mrs. Ella Sparks Smith, wife of Mr. Charles Elmer Smith, of the Builders' Exchange, Philadelphia, has furnished us with an account of the entertainment of ladies during their stay in Richmond, from which it will be seen that their time was fully occupied. As a matter of fact, there was some good-natured protest against the continued hospitality of the Richmond ladies, which reduced the attendance at the sessions of the convention, and it was planned that at future conventions there should be given a time for work and a time for play, to the end that the ladies, as well as the men, might enjoy both the speeches and the automobile rides. Mrs. Smith's account of the entertainment of the ladies says:

ENTERTAINMENT OF THE LADIES.

In this city of Richmond were held the business sessions of the Atlantic Deeper Waterways, at the Hotel Jefferson, and the ladies of the convention were most generously entertained by the ladies of the city, who showed them the true spirit of Virginian hospitality.

On Wednesday morning a large number of private automobiles were placed at the disposal of the ladies of the convention, the first being that in which was seated Mrs. William Mann, the wife of the Governor, and in each which followed was seated a Richmond lady, who called attention to and

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described the many objects of interest in and about Richmond during the enjoyable ride of two hours.

During the time of this automobile ride, the opening session of the convention was held in the Auditorium of the Hotel Jefferson, presided over, as is always the opening session, by the President of the Atlantic Deeper Waterways, Hon. J. Hampton Moore, and the speeches were made by Governor Mann, of Virginia; Mayor Richardson, of Richmond; several Senators and other men of prominence.

On Wednesday afternoon there was an opportunity for the women of the convention to attend the second business session, and many of them, being deeply interested in the cause, were glad to avail themselves of it.

The evening was devoted to an entertainment in the Auditorium of the Hotel Jefferson. Two lectures, with illustrated views of the waterways of America and Europe, were given, and then the stage was turned over to Mr. Polk Miller, a celebrated entertainer, who has organized a quartette of genuine colored minstrels. They possessed the peculiarly rich and mellow voices of their race and sang many of the old Southern songs of the Civil War, and some preceding it, accompanied by their favorite banjo.

The floor was then cleared and an old-fashioned Virginia reel was danced by many of the ladies of Richmond and of the convention, after which two-steps and waltzes continued until a late hour.

On Thursday morning the spacious rooms of the Governor's house, an old mansion of the colonial days, possessing a particularly home-like interior, was thrown open to the women of the convention, who were received by the Governor and his wife, and the hospitable and informal manner in which we were entertained, together with the attractive table spread in the dining-room, gave the occasion the character more of a private social function than of a reception given to strangers from a northern city.

With a touch of his characteristic humor, the Governor remarked, on greeting some of his women guests in the entrance hall, "You will find the real Governor in the next room."

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On the afternoon of this day (Thursday), special trolleys conveyed the women visitors to the Country Club of Virginia, several miles out of the city. The present clubhouse was built about two years ago and was most attractive, as were also the grounds.

Many of the Richmond ladies were present to receive their guests, and a fine repast was served on the spacious piazzas.

In the evening Peary, the Arctic explorer, gave an account of his travels in that ice-bound region, accompanying it by many realistic and interesting views. This entertainment was the final one of the series, including all the business sessions, which had made the Auditorium of the Jefferson Hotel so attractive during the three days of the convention.

The next morning, which was Friday, the steamboat "Pocahontas" left the wharf at 8.30, and, with a fine orchestra on board, and also "Polk Miller's Minstrels," conveyed the entire party down the beautiful and historic James River, passing the birthplace of Pocahontas and her home after she had married Rolfe, and beautiful Brandon, which has been in the possession of the Harrison family for a longer period than any estate in America has been held by any one family. A stop was made at Jamestown Island to see the old church and some of the old landmarks.

A number of the Richmond people accompanied the convention on this river trip and parted from us at Newport News, from which point they were to take their train back to Richmond, and as the orchestra played the strains of "Auld Lang Syne" the good-byes were spoken to the women of the city of the fourth convention who had so generously given us their time and attention, and whose city had contributed so liberally to our entertainment.

THE TRIP OF THE TROJANS.

Troy, N. Y., or "Troy, America," as some of the boosters from the City of Collars and Cuffs along the banks of the Hudson say it, was, as usual, very much in *evidence* at the Atlantic Deeper Waterways Convention which was held October 17-19, at Richmond, Va. In the neighborhood of fifty

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of the loyal, progressive residents of that city, accompanied by Doring's Band, of twenty-five pieces, moved on to the capital city of the Old Dominion State, and they helped to make things lively. It is but necessary to say that the Trojans sustained a reputation deservedly won at previous conventions for being jovial entertainers, and, moreover, men of affairs who are there for business in the way of bettering Hudson River conditions as affecting their home town. Troy is at the head of tidewater on the Hudson, and the Trojans are very much in earnest in getting a deeper channel and a larger harbor. The city is situated where the Erie and Champlain Canals connect with the Hudson, from the west and north respectively. The State is pushing to completion the big barge canals which will undoubtedly have Troy for their eastern and southern terminals at the Hudson; the Federal Government is going to spend over five millions, as a starter, in the way of providing a deeper and a wider channel to tidewater, and is also going to build a big dam at Troy, to take the place of the old one, which was constructed by the State many years ago. No wonder Troy's future looks rosy, and no wonder her energetic sons, who have brought this about by hustle, hustle and then just a little bit more hustle, are using every endeavor to promote the work. The Trojans joined the Atlantic Deeper Waterways Association and they have been recognized, from the time they first appeared at a convention city, as being among the delegations that were present at sessions, morning, afternoon and evening. They attend to learn things, and they do.

And they made friends, did this band of men from modern Ilium. The men from the States along the Atlantic coast who were at Norfolk, who were at Providence, and who, later, showed up at Richmond—for practically the same old delegates attend these conventions each succeeding year, the only difference being that the number is continually increasing—will remember the Trojans, who were such splendid entertainers.

Last year, at Providence, they had a singer or two of some class, but they mostly all sang, for that matter, and they had a "funny little man" along, as he was termed by many, in the person of the Secretary of the Chamber of Commerce, under

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whose auspices these Trojan delegations appear at the waterways conventions, who sang songs, recited and proved to be a host himself in the entertainment line. This year the Trojans brought part of the chorus from the Troy Vocal Society along, in addition to the band. There is one phase of the entertainment by the Trojans to be noted, and that is that it is not of the professional character. All the members of the Vocal Society who were heard on the boat, on the train and at the Hotel Jefferson, are members of the Troy Chamber of Commerce and they went along to help out, just as did the man who wasn't a soloist, but who wanted to make friends, meet good fellows like himself and maybe join in the chorus. Doring's Band is one of the very best, if not the best, in New York State. It will be necessary to invade New York city for a concert band to talk about beating Doring. The Troy band is an old one; it is an institution in that city, and the father of the present leader was at the head of it when it led the old Second New York Regiment, in 1861. Doring has captured the gonfalon at many a State convention and the musicians certainly secured a great warm spot in the heart of Richmond, if for no other reason than their graceful act in going out to the Confederate Soldiers' Home while there and playing for the old warriors who wore the Gray. And the singers went along, and there was left a memory that will long be cherished by the inmates of the home. The band was of particular service to the convention, giving fine concerts day and evening in the lobby of the Jefferson and leading the march to the Convention Hall at the opening of each day's session, thereby promoting promptness in assembling and increasing the attendance. Troy lost one of her most valued citizens because of the trip to Richmond. Edward Edwards, Jr., superintendent of the city schools and a member of the Chamber of Commerce and the vocal society, contracted pneumonia as a result of exposure and died within a week.

Troy has easily had the largest delegation present at the conventions from any city in the Empire State. Toward the close of the convention the representatives of Troy were accorded a signal honor. The convention formally approved of

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a resolution thanking that enterprising city for the part it had taken in the proceedings and the whole-souled manner in which its representatives had provided entertainment for all.

GOING DOWN THE JAMES RIVER.

According to the original plan of entertainment, the Richmond Chamber of Commerce proposed to take the delegates down the James River to Jamestown Island and then return to Richmond, whence the delegates from the North should return to Old Point Comfort by train. This plan was happily changed to one which carried the entire party, hosts as well as guests, from Richmond all the way to Newport News and Old Point Comfort, whence the Richmond entertainers returned by train to the convention city and the delegates proceeded by rail or boat to their homes.

The trip on the James River will never be forgotten by those who were fortunate enough to make it, not only because of the beauty and historic interest of the river scenes, but because of the fine entertainment provided by our hosts. As it was an all-day trip ,an elaborate luncheon was served on board. An early start had to be made and the day opened gloomily enough with a heavy mist on the river and every indication of coming rain. But the mist and clouds were dissipated, and to all except the photographers the day seemed almost ideal. The Richmond committee did all in its power to enlighten the visitors about the points of interest, and, if in some respects they failed, it was because there were so many things to look at and so much to be learned on the way.

The boat had scarcely started before it passed the site selected for the city wharves, which is pictured on the cover page of these Proceedings. It was a point of special interest to those aware of the facts, for it marks the beginning of Richmond's work in developing an increased use of the waterway to the sea, and the initial success attending the movement was largely due to the influence exerted upon city officials by the waterway agitation attending the convention.

A few miles below Richmond is the site of the original town of Warwick, which antedates Richmond itself. The

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next point of interest is Fort Darling, on Drewry's bluff, one of the main defenses of Richmond during the Civil War. Opposite is Fort Harrison.

The James River is exceedingly tortuous in its upper reaches. The stream, seeking the line of least resistance, avoids rock obstructions and wanders about in sand and clay in seeking an outlet to the sea. At the site of the Dutch Gap Canal there is a conspicuous example of the value of canal construction. At Dutch Gap the river turns, to avoid rock obstruction, and, after a detour of seven miles, returns within two hundred yards of its point of departure, but beyond the barrier. During the Civil War General Butler endeavored to cut through this barrier as a military measure, but failed. Since that time the Dutch Gap Canal has been completed for commercial purposes and boats from Richmond to Norfolk now use it regularly, saving seven miles of navigation by a cut of two hundred yards.

The day was not favorable to photography, but we present two pictures of the Dutch Gap Canal. One shows the entire cut on a single film. The other gives more details, but comprises only about one-half of the canal. A part of the project for the improvement of the James is the cutting off of other loops by similar canal construction.

From the boat little is to be seen of some of the points of interest that are pointed out—for example, the home of Pocahontas, at Varina; the home of General Pickett, of Gettysburg fame, and Malvern Hill, where the Seven Days' fight ended as McClellan's army, in its retreat from Richmond, reached the James.

Shirley, the home of the old Virginia family of the Carters, is upon the north shore. It was the birthplace of the mother of General R. E. Lee. The next points of interest are Bermuda Hundred and City Point. The latter became the headquarters of General Grant during his siege of Petersburg. It is at the point of junction of the Appamattox and James Rivers and shows little change from Civil War days. A fine residence on the bluff is pointed out as the headquarters of General Grant for many months.

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A few miles below, we are told, is the homestead which once belonged to Edmund Ruffin, who fired the opening cannon shot of the war, in the attack upon Fort Sumter.

Berkeley, or Harrison's Landing, has several claims to distinction. It was the birthplace of President Harrison (Tippecanoe), grandfather of President Benjamin Harrison, and during the Civil War was for a time occupied by General McClellan, after his change of base, and later as the point of exchange for prisoners.

A short distance below Berkeley is a famous plantation—Westover—dating from 1623. The present house was built by Col. William Byrd, the founder of Richmond, in 1737. From this house Benedict Arnold, in command of a British force, started to capture Richmond. It was used as a Federal headquarters during the Civil War.

There are several other points of interest on the river before Jamestown Island is reached, chief among which are two fine old mansions—Brandon, still in the hands of the original family of Harrisons, and Claremont, an exact duplicate of the building at Claremont, England, where Queen Victoria was born.

Jamestown Island was our real objective point. There is no town there, only the remains of the old church and an outline of the foundations of a former settlement. But it is a place of great interest, and of beauty, as well. It was the scene of the earliest English settlement in America. Mrs. Edward E. Barney, the present owner of Jamestown, presented all of the land in the immediate vicinity of the old church tower, covering an area of twenty-three acres, to the Association for the Preservation of Virginia Antiquities, at Richmond, and this society has made excellent use of this and similar gifts.

The brick tower of the first church built in America still stands, and adjoining it has been reconstructed the church itself, surrounding and preserving the original foundations. Everything is in the best of taste and bronze tablets on the walls tell the story of early days. Adjoining the church is an ancient cemetery. In the immediate vicinity are modern

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statues to the heroes of early days, and a little way off are the uncovered foundations of the houses that once constituted Jamestown, now reverently preserved from further destruction. In the immediate vicinity is a famous mansion, said to be the oldest habitable house in the United States, as it dates from 1640. The guide-book says that: "It was built by William Cary, whose great granddaughter, Mary Cary, was courted in vain by General Washington." The house has been partially destroyed several times, but has been rebuilt. A short distance inland from Jamestown is the ancient city of Williamsburg, the seat of William and Mary College, founded in 1692. We were to have stopped there on our outward trip, but, owing to delay at Old Point Comfort, could not do so.

From Jamestown Island to Newport News the river greatly widens, and few points of interest present themselves, but the culmination of the voyage, historically, is at Newport News, where the frigate Cumberland was sunk and the Congress destroyed by fire by the Confederate ram Merrimac, of Virginia, and where the fight between the Merrimac and Monitor occurred.

This entire region is replete with war memories. Here is Hampton Roads—a magnificent harbor, the site of the growing cities of Norfolk and Portsmouth, and just beyond Old Point Comfort and Fort Monroe.

This hurried recital of the things to be seen upon the James River, between Richmond and Newport News, has been given, not so much as a guide to the traveler, as a record of the abundance of entertainment offered to the delegates by the Richmond committee. Had the voyage lasted a week, instead of a day, we could not have assimilated all of the historical information that was provided for us. Nor could we do much better with the luncheon which was as lavishly furnished for the entertainment of the inner man.

At Newport News our Richmond friends—and they were many—left us to return by train. The parting was one of the jolliest features of the entire trip. With songs and cheers we bade good-bye to our new-found friends and started for

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Old Point Comfort, where the party was broken up. Some left by boat for Washington, some for Norfolk, to take the outside route to New York, but the greater number took dinner at the Hotel Chamberlin, and then, at their leisure, reoccupied their staterooms on the "Alabama," which, about midnight, set sail for Baltimore.

It was a jolly party. Somewhat tired, perhaps, by the day's doings, but still lively enough to give the Entertainment Committee an opportunity to present its long-delayed programme.

Mr. Elisha Webb, Jr., chairman of the committee, modestly ignores the songs that were sung, compositions by himself and Mr. Howell S. England, of Wilmington, Delaware, but reports as follows:

PHILADELPHIA, PA., October 25, 1911.

MR. ADDISON B. BURK,

Atlantic Deeper Waterways Association.

DEAR SIR: On behalf of the Entertainment Committee, I desire to submit the following report of entertainment on steamer "Alabama," return trip, Richmond convention. Musical entertainment, vocal and instrumental, followed by addresses of:

Henry R. Edmunds, Esq., Philadelphia, "Our Public Schools."

Hon. Charles R. Miller, Wilmington, Del., "Interest of the State in Waterways Movements, Past and Present."

Mr. Theodore Justice, Philadelphia, "Historical Reminiscences Developed During Visit to Richmond and Jamestown."

Mr. William T. Donnelly, New York, "New York's Water Supply Under Construction, Comparative Cost of Same, Estimated at $160,000,000, With Entire Cost of Atlantic Coastal Project as Advocated by the Atlantic Deeper Waterways Association."

Hon. A. B. Endicott, Atlantic City, N. J., "General Remarks on New Jersey's Interest in Waterways."

Mr. Oliver Gildersleeve, Gildersleeve, Conn., "Connecticut's Interest in Waterways and New London's Ability to Handle 1912 Convention Successfully."

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Mr. George F. Sproule, Secretary, Commissioners of Navigation, Philadelphia, "Customary Address and Felicitations."

Yours truly,

ELISHA WEBB, JR.,
Chairman Entertainment Committee.

The trip of the "Alabama" was purposely delayed that the harbor of Baltimore might be viewed by daylight. Everybody, though desiring to get home as soon as possible, seemed gratified when they saw, "by the dawn's early light," the flag floating above Fort McHenry, and greeted it with cheers. They were impressed also by the port facilities of Baltimore. The train was waiting for us when we arrived. A few steps carried us to the cars, and, settled therein, the fourth convention ended, for the Pennsylvania Railroad soon carried us to our several homes.

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APPENDIX.

LIST OF DELEGATES AND MEMBERS

ATLANTIC DEEPER WATERWAYS ASSOCIATION

Fourth Annual Convention

Richmond, Va., October 17-20, 1911.

(Corrected to October 18, 1911.)

NOTE:—The membership of the convention consists of the General Board of Directors (Vice-Presidents and Delegates), elected at the preceding convention to represent the several States; commissioners appointed by the Governors of States; delegates appointed by commercial bodies, firms or corporations, and individual members. Under the constitution of the association and the resolutions adopted by it, each member and delegate from a commercial organization, firm or corporation is entitled to one vote for each $5 of dues paid. The officers of the association have one vote each. Commissioners appointed by Governors of States are honorary members of the association and have one vote for each State delegation.

MAINE.

STATE COMMISSIONERS (Appointed by the Governor).

Ex-Officio: Charles M. Stewart, vice-president.....Bangor

Individual Member:

Charles M. Stewart.....Bangor

VERMONT.

STATE COMMISSIONERS (Appointed by the Governor).

Hon. Robert McCuen.....Vergennes
Hon. Frank E. Howe.....Bennington
Hon. Frederick H. Babbitt.....Bellows Falls

Individual Member:

Hon. Frederick H. Babbitt.....Bellows Falls

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NEW HAMPSHIRE.

STATE COMMISSIONERS (Appointed by the Governor).

Hon. Eugene E. Reed.....Manchester
Ben Emery Burns.....Nashua
O. L. Frisbee.....Portsmouth

Ex-Officio: O. L. Frisbee, vice-president.....Portsmouth

COMMERCIAL DELEGATES (Appointed by Commercial Bodies).

Concord—National Association of Leather Belting Manufacturers:
George H. Blake.....New York City

MASSACHUSETTS.

STATE COMMISSIONERS (Appointed by the Governor).

Delegates:
D. O. Ives.....Boston
A. Homer Skinner.....Fall River
Com. Frank Fessenden Crane.....Quincy

Alternates:
Capt. Geo. W. Eldridge.....Boston
Ralph S. Bauer.....Lynn
Edmund Cote.....Fall River

Ex-Officio: Loyed E. Chamberlain, vice-president.....Brockton
Frank Fessenden Crane, delegate.....Quincy

Quincy—Mayors Club of Masachusetts:
Hon. Chas. H. Grimmons.....Somerville
Hon. Wm. F. Davis.....Woburn
Hon. John S. Kent.....Brockton

COMMERCIAL DELEGATES (Appointed by Commercial Bodies).

Boston—Massachusetts State Board of Trade:

Boston—Wholesale Grocers' Association:
Chas. P. Chase.....Springfield
Emmett Hay Naylor.....Springfield
Chas. H. Tenney.....Springfield

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Springfield—Board of Trade:

Chas. P. Chase.....Springfield
Chas. H. Tenney.....Springfield
Emmett Hay Naylor.....Springfield
Hon. John F. Fitzgerald.....Boston

Weymouth—Weymouth (Mass.) Board of Trade:

Fall River—Fall River Merchants' Association:

Quincy—Quincy Board of Trade:

Marlborough—Marlborough Board of Trade:

Worcester—Worcester Board of Trade:

Haverhill—Haverhill Board of Trade:

Individual Members:

Edward Hamlin.....Boston
Willard Welsh.....Boston
Charles E. Stratton.....Boston
Samuel M. Mansfield.....Boston
George P. Hamlin.....Boston
Frank A. Day.....Boston
Wallace C. Flagg.....Brockton
J. A. Roarty.....Brockton
John J. Whipple.....Brockton
Partus B. Hancock.....Brockton
Robert Cook.....Brockton
Kenneth McLeod.....Brockton
Farnum Gillespie.....Brockton
Bradford E. Jones.....Brockton
Emory M. Low.....Brockton
Thomas A. Norris.....Brockton
Loyed E. Chamberlain.....Brockton
Fred P. Richmond.....Brockton
M. A. Packard.....Brockton
Martin Dolan.....Brockton
Ellery C. Dean.....Brockton
Maynard A. Davis.....Brockton
Charles T. Tenney.....Springfield
Henry T. Perkins.....Springfield
William M. Kimball.....Springfield

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Individual Members—Continued:

Charles M. Woodward.....Springfield
C. T. Shean.....Springfield
Gus C. Heuking.....Springfield
Edward M. Coats.....Springfield
Henry E. Marsh.....Springfield
Fred J. Hillman.....Springfield
Emmett Hay Naylor.....Springfield
C. P. Chase.....Springfield
Frank Fessenden Crane.....Quincy
W. G. Shaw.....Quincy
Eben W. Sheppard.....Quincy
T. L. Williams.....Quincy
F. S. Patch.....Quincy
W. R. Thomas.....Quincy
Herman F. McIntire.....Quincy
W. G. Wheat.....Springfield
C. T. Shean.....Springfield
Henry W. Hunt.....Neponset
A. Macauley.....Beverly
A. H. Sawyer.....Newburyport
Henry J. Lachem.....West Bridgewater
George A. Fiel.....Waltham
John H. Murphy.....Lowell
C. G. Washburn.....Worcester
A. L. Lincoln.....East Weymouth
Richard J. Thompson.....Fall River
A. Homer Skinner.....Fall River
James H. Gerrish.....Melrose

RHODE ISLAND.

STATE COMMISSIONERS (Appointed by the Governor).

Lyons Delany.....Pawtucket
Franklin N. Blake.....Pawtucket
Frederick F. Halliday, Jr.....Pawtucket
David F. Sherwood.....Providence

Ex-Officio: A. J. Pothier, vice-president.....Providence
John P. Sanborn, delegate.....Providence

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COMMERCIAL DELEGATES (Appointed by Commercial Bodies).

Pawtucket Merchants' Association:

Lyons Delany.
Frederick W. Entwistle.
Frederick F. Halliday, Jr.
Franklin N. Blake.
John J. Beard.
Michael Moy.
Wm. Meikeljohn.
John J. Hayes.
Henry J. Lynd.
Arthur T. Smith.
Willard L. Wood.
Joseph B. Hunt.

Pawtucket—Pawtucket Business Men's Association:

Firms and Corporations:

John F. Cottrell Co.....Pawtucket
Newell Coal and Lumber Co.....Pawtucket
McDuff Coal and Lumber Co.....Pawtucket
Pawtucket Gas Co.....Pawtucket
City Coal Co.....Pawtucket
Olney & Payne Bros., Inc.....Pawtucket

Individual Members:

Benjamin P. Moulton.....Providence
Fred M. Rhodes.....Providence
George H. Holmes.....Providence
Edward P. Tobie.....Providence
George H. Webb.....Providence
Thomas W. Bicknell.....Providence
William M. P. Bowen.....Providence
John H. Higgins.....Providence
John P. Sanborn.....Providence
Jeremiah P. Eddy.....Providence
Henry A. Barker.....Providence
David F. Sherwood.....Providence
John Kelso.....Providence
Joseph Banigan.....Providence
R. Livingston Beeckman.....Providence
Harry Cutler.....Providence
Sterling J. Joyner.....Newport
Edward Parrish.....Newport
J. C. Sanford.....Newport

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Individual Members—Continued.

Hon. P. J. Murphy.....Newport
Alvah H. Sanborn.....Newport
Albert W. Langworthy.....Westerly
Giles W. Easterbrooks.....Pawtucket
Henry J. Lynd.....Pawtucket
Fred F. Halliday, Jr.....Pawtucket

City of Providence:

Hon. Aram. J. Pothier.
Hon. Zenas W. Bliss.
Hon. Henry Fletcher.
Hon. Giles W. Easterbrooks.
Hon. John P. Sanborn.
Col. Harry Cutler.
Hon. George H. Holmes.
David F. Sherwood.
Col. George W. Webb.
Samuel M. Conant.
Henry A. Barker.

CONNECTICUT.

STATE COMMISSIONERS (Appointed by the Governor).

Wm. H. Cadwell.....New Britain
Edw. H. Warner.....Hartford
Oliver Gildersleeve Gildersleeve

Ex-Officio: Edward H. Warner, vice-president.....Hartford
E. E. Durant, delegate.....New Haven

COMMERCIAL DELEGATES (Appointed by Commercial Bodies).

Middletown—Association for the Permanent Improvement of the Lower Connecticut River:

Oliver Gildersleeve Gildersleeve
Alfred Gildersleeve Gildersleeve
E. S. Belden.....Hartford

Hartford—Board of Trade:

Frederick L. Ford.
William T. Pitkin.
Richard J. Goodman.
John Porter.
Thomas J. Kelley.

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Hartford—Manufacturers' Association:

G. C. F. Williams.....Hartford
C. E. Whitney.....Hartford
C. D. Rice.....Hartford
J. McA. Johnson.....Hartford
A. L. Pope.....Hartford
J. M. Morrow.....Hartford
E. B. Hatch.....Hartford
F. W. Stickle.....Hartford
P. B. Gale.....Hartford
G. W. Hayden.....Hartford
R. H. Brown.....New Britain

New London—City of New London:

Mayor Bryan F. Mahan.
Alderman A. T. Miner.
Alderman C. C. Perkins.
Alderman C. H. Thompson.
Alderman Richard Brockett.
Alderman T. E. Donohue.

New London—Business Men's Association:

G. S. Palmer.
J. P. T. Armstrong.
W. Van Rensselaer.
Thomas Hamilton.
Capt. T. A. Scott.
Graham Hislop.
Theodore Bodenwein.

New London—Board of Trade:

F. S. Newcomb.
F. W. Marcer.
F. T. Cable.
M. Wilson Dart.
George Thomas.
Dr. J. E. Underhill.
Patrick Sheridan.

Hartford—Business Men's Association:

A. H. Pease.
A. I. Jacobs.
A. M. Kohn.
D. E. Lyman.
R. F. Jones.
H. B. Moore.

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Hartford—Connecticut Valley Waterways Association:

A. N. Abbe.....New Britain
Charles A. Goodwin.....Hartford
Grant U. Kiersted.....Hartford
A. R. Leete.....Thompsonville
K. A. Pieler.....Hartford
Chas. H. Parsons.....New Britain
John A. Stoughton.....Hartford
Edwin P. Taylor.....Hartford
Everett C. Willson.....Hartford
Chas. S. Webster.....Hartford
Martin Wells Hartford
Horace S. Howe.....Hartford
Harrison B. Freeman, Jr.....Hartford
Edward H. Warner.....Hartford
L. D. Fuller.....Hartford
Edward B. Gaton.....Hartford
Hon E. Hart Fenn.....Wethersfield

New Haven—Business Men's Association:

E. I. Atwater.

New Haven—Chamber of Commerce:

Hon. Rollin S. Woodruff.
Edw. F. Mansfield.
Louis A. Mansfield.

Firms and Corporations:

Stamford Foundry Co.....Stamford

Individual Members:

Arthur L. Shipman.....Hartford
Charles H. Tenney.....Hartford
E. B. Ricketson.....Hartford
H. E. Belden.....Hartford
E. S. Belden.....Hartford
C. E. Shepard.....Hartford
E. B. Williams.....Hartford
Fred. R. Loyden.....Hartford
E. I. Atwater.....New Haven
Edward F. Mansfield.....New Haven
Henry M. Shartenberg.....New Haven
E. E. Durant.....New Haven
John B. Kennedy.....New Haven

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Individual Members—Continued:

Isaac M. Ullman.....New Haven
Alfred Gildersleeve Gildersleeve
Oliver Gildersleeve Gildersleeve
Ferdinand Gildersleeve Gildersleeve
Col. A. N. Shepard.....Gildersleeve
John H. Sage.....Portland
Frederick De Peyster.....Portland
William H. Cadwell.....New Britain
R. T. Crane, 3d.....Bridgeport
L. DeK. Hubbard.....Middletown
Frederick W. Goodrich.....Middletown
A. R. Crittenden.....Middletown
James K. Guy.....Middletown
Dale B. Butler.....Middletown
B. F. Mahan.....New London
Alfred H. Chappell.....New London
C. H. Belden.....New London

NEW YORK.

STATE COMMISSIONERS (Appointed by the Governor).

A. B. Hepburn.....New York
George Clinton Buffalo
F. C. Stevens.....Attica
Emil L. Boas.....New York
Philip A. S. Franklin.....New York
Gustav H. Schwab.....New York
R. A. C. Smith.....New York
Calvin Tomkins New York
Eldridge T. Gerry.....New York
Jos. A. Goulden.....New York
John Claflin New York
John F. Murray.....New York
John D. Kernan.....Utica
Lewis Nixon New York
Isidor Straus New York
Henry Lewis Morris.....New York
Leslie J. Tompkins.....New York
Chas. E. Treman.....Ithaca
John A. Bensel.....New York
Henry B. Hebert.....New York

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State Commissioners—Continued:

Olin J. Stephens.....New York
Chas. D. Steurer.....New York
Spencer Clinton Buffalo
Ledyard Coggswell Albany
Wm. B. Jones Albany
Wm. Gorham Rice.....Albany
Thos. R. Proctor.....Utica
J. Homer Hildreth.....New York
Patrick J. Reville.....New York
Jacob H. Schiff.....New York
Isaac H. Seligman.....New York
Abram I. Elkus.....New York
A. C. Kessinger.....Rome
Louis P. Fuhrmann.....Buffalo
Wm. G. Warwick.....Buffalo
Jos. H. Block.....Buffalo
W. H. Follette.....Tonawanda
M. H. Tracy.....New York
Wm. H. Hill Albany
Wm. E. Cleary.....New York
Alexander R. Smith.....Nepera Park
Frank S. Gardner.....New York
James L. Wells.....New York
William R. Beal.....Newburgh
Charles E. Reid.....New York
Charles E. Pruyn.....Schenectady
David B. Rushmore.....Schenectady
Alfred Hahn..... New York
J. H. McCormick..... Albany
Thomas Hassett.....New York
William T. Donnelly.....New York
Henry R. Swartwout.....Port Jervis
Frank Drake.....Goshen

Ex-Officio: Joseph A. Goulden, vice-president.....New York
William T. Donnelly, delegate.....New York

Mayor and City of New York:

Hon. Calvin Tomkins.
Hon. John A. Bensel.
Hon. R. A. C. Smith.
S. C. Meade.
J. T. Hoile.
N. B. Killmer.

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Mayor and City of New York—Continued:

E. R. Carhart.
Hon. J. A. Goulden.
Hon. John F. Galvin.
Hon. Lewis Nixon.

COMMERCIAL DELEGATES (Appointed by Commercial Bodies).

New York City—Marine Supplies Association of America:

James Walker Baltimore, Md.
Arthur Falk New York City

New York—Manufacturers' Association of New York:

James T. Hoile.
Wm. T. Donnelly.

New York—North Side Board of Trade:

J. Harris Jones.
Chas. E. Reid.
Olin J. Stephens.
John J. Amory.
Francis W. Weeks.
Wm. H. Bolton.
Albert E. Davis.
J. Homer Hildreth.
George W. Bird.
Louis F. Kuntz.
John F. Steeves.
James L. Wells.
Hon. Cyrus C. Miller.
Hon. Jos. A. Goulden.
Hon. Steven B. Ayres.
Samuel Trimmer.
Chas. A. Berrian.
Louis Meekes
Everett L. Barnard.
Dr. Frank A. Becker
Charles D. Steurer.

New York—National Wholesale Lumber Dealers' Association:

Lewis Dill.....Baltimore, Md.
B. H. Ellington.....Richmond, Va.
Horton Corwin.....Edenton, N. C.
C. I. Millard.....Norfolk, Va.

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New York—National Piano Manufacturers' Association of America:

F. H. Ackemann.....Elgin, Ill.
F. G. Jones.....Oregon, Ill.
R. K. Maynard.....Chicago, Ill.
R. S. Howard.....New York
P. J. Cunningham.....Philadelphia, Pa.
Oscar Blasius Philadelphia, Pa.
H. C. Pressey.....Philadelphia, Pa.
J. A. Krumme, Jr.....New York City
W. M. Plaisted.....New York City
Fred W. Lohr.....New York City
Halsey Hazleton New York City
Edwin Jarrett New York City
J. S. Holmes, Jr.....New York City
A. H. Kayton.....New York City
John D. Evans.....New York City
Hugo F. Ricca.....New York City
Paul M. Zeidler.....New York City
Wm. J. Gray.....Albany, N. Y.
W. W. Putnam.....Staunton, Va.
Fred P. Stieff.....Baltimore, Md.
W. S. Bond.....York, Pa.
Edmond Cote Fall River, Mass.
Earle E. Conway.....Boston, Mass.
W. S. Rich.....Boston, Mass.
A. L. Jewett.....Boston, Mass.
C. B. Lomas.....New Haven, Conn.
J. Harry Estey.....Brattleboro, Vt.
Herbert W. Hill.....New York City

New York—Board of Trade and Transportation:

Calvin Tomkins.

New York—New York Produce Exchange:

Henry B. Hebert.
E. R. Carhart.

New York—American Hardware Manufacturers' Association:

J. Scott Parrish.....Richmond, Va.

Bay Shore—Bay Shore-Inland Waterway League of Long Island:

Wm. W. Hulse.....Bay Shore
Hon. L. B. Green.....Patchogue
Irvin J. Long.....Bay Shore

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New York—National Association of Manufacturers:

James W. Gerow.....Lynchburg, Va.
W. M. Whaley.....Norfolk, Va.
C. F. Burroughs.....Norfolk, Va.
H. A. V. Parker.....Norfolk, Va.
H. W. Ellerson.....Richmond, Va.
Geo. J. Freedley.....Richmond, Va.
E. Percy Loth.....Richmond, Va.
Geo. L. Street.....Richmond, Va.
J. Scott Parrish.....Richmond, Va.
Jas. A. Moncure.....Richmond, Va.
Robert S. Crump.....Richmond, Va.
S. D. Crenshaw.....Richmond, Va.
Edw. L. Stone.....Roanoke, Va.
Edwin Michall Roanoke, Va.
R. P. Valentine.....Charlottesville, Va.

Albany—Albany Chamber of Commerce:

Frederick W. Cameron.
William B. Jones.

Patchogue—Suffolk County Board of Trade:

Hon. Edwin Bailey, Jr.....Patchogue, N. Y.
Edgar P. Foster.....Amityville, N. Y.
Herbert M. Tompkins.....Patchogue, N. Y.
Henry A. Reeves.....Greenport, N. Y.
John T. Dare.....Patchogue, N. Y.
Alden W. Green.....Patchogue. N. Y.
Lemuel B. Green.....Patchogue. N. Y.

Troy—Troy Chamber of Commerce:

Bay Shore—Bay Shore Board of Trade:

New York—Staten Island Sound Deep Waterways Association:

Francis R. Foraker.....New York City
W. P. Runyon..... Perth Amboy, N. J.
R. M. Montgomery.....New York City
Louis Ruhl.....New York City
C. J. Canda.....New York City
H. C. Gran. New York City
E. S. Savage.....New York City

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New York—Staten Island Sound Deep Waterways Association—Continued:

J. P. Krebs.....New York City
DeWitt Vanbuskirk.....Bayonne, N. J.
C. H. Moore.....Elizabeth, N. J.
F. Y. Robertson.....New York City
H. M. Thayer.....Port Ivory, Staten Island
Thomas J. Scully.....Perth Amboy, N. J.
James N. Stout.....New York City
R. R. Maffett.....New York City
C. M. Warner.....New York City
J. J. Brown.....Carteret, N. J.
J. L. Rake.....Philadelphia
A. C. Clark.....Perth Amboy, N. J.
W. J. Davidson.....New York City
C. D. Boynton.....Perth Amboy, N. J.
H. A. Maurer.....New York City
F. R. Valentine.....Woodbridge, N. J.
Warren Delano.....New York City
Jacob Steinberg.....Carteret, N. J.
J. A. Hermann.....Carteret, N. J.
J. R. Steers.....New York City
E. M. Timmons.....New York City
A. Bollschweiler.....Perth Amboy, N. J.
Peter Campbell.....Kearney, N. J.
James L. Morgan.....New York City
S. F. Haywood.....New York City
James MacMaster.....Elizabeth, N. J.
Samuel L. Moore.....Elizabeth, N. J.
Dennis F. Collins.....Elizabeth, N. J.
William Prescott.....New York City
Isaac Harter, Jr.....New York City
H. E. Manvel.....Elizabeth, N. J.
Floyd S. Corbin.....New York City
Abel Hanson.....Perth Amboy, N. J.

Firms and Corporations:

Cape Cod Construction Co.....New York
J. W. Miller.
Gutta-Percha and Rubber Mfg. Co.....New York
George P. Ide & Co.....Troy
Ludlow Valve Manfg. Co.....Troy
Jas. H. Caldwell.
Barrett Manufacturing Co.....New York
C. C. Hahl.

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Firms and Corporations—Continued:

Barker & Co.....Troy
Annadale Realty Co.....New York
Albany Towing Co.....Rensselaer
Troy Record Troy
William Barker Company.....Troy
Wm. B. Perry.
William B. Perry.....Troy
James H. Caldwell.....Troy

Individual Members:

Louis S. Crandall.....Troy
Clement Herschel.....New York
Albert E. Davis.....New York
Joseph P. Day.....New York
Joseph A. Goulden.....New York
J. Harris Jones.....New York
John M. Peters.....New York
Thomas J. Scully.....New York
Louis Baron.....New York
H. De B. Parsons.....New York
John F. Steeves.....New York
Olin J. Stephens.....New York
John H. Shipway.....New York
Michael Bergman New York
William H. Moffitt.....New York
Louis Gildersleeve New York
John J. Amory.....New York
William H. Bolton.....New York
William S. Rogers.....New York
Henry P. Kirkham.....New York
George C. Moon.....New York
W. D. Anthony.....New York
A. W. H. Moffitt.....Troy
F. E. O'Brien.....Troy
Stephen J. Brown.....Troy
William H. Draper.....Troy
William F. Gurley.....Troy
S. C. Tappin.....Troy
W. L. Van Alstyne.....Troy
Frank E. Norton.....Troy
W. Nelson Ells.....Troy
John J. Hartigan.....Troy
C. B. Alexander.....Troy

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Individual Members—Continued:

William Hutton, Jr.....Troy
R. C. Reynolds.....Troy
John M. Francis.....Troy
Edgar Hayes Betts.....Troy
Walter P. Warren.....Troy
William J. Roche.....Troy
F. W. Joslin.....Troy
John W. Craver.....Troy
Chas. H. Smith.....Troy
H. S. McLeod.....Troy
F. F. Peabody.....Troy
C. H. Foster.....Troy
Edward F. Murray.....Troy
Edward W. Douglas.....Troy
Thomas J. Fitzpatrick.....Troy
M. A. Tierney.....Troy
George Spence, Jr.....Troy
Fred W. Sim.....Troy
T. L. Griffin.....Troy
Henry Wheeler Troy
Louis S. Crandall.....Troy
Almon H. Millard.....Troy
William B. Hall.....Troy
W. E. Martin.....Troy
John Ross.....Troy
James H. Spotten.....Troy
E. S. Osborn.....Troy
Wm. T. Shyne.....Troy
C. H. Burbeck, M.D.....Troy
A. M. Jordan.....Troy
H. C. Becker.....Troy
W. B. Perry.....Troy
W. D. O'Brien.....Troy
J. A. Cipperly.....Troy
Eugene Bryan Troy
Jarvis P. O'Brien.....Troy
William B. Frear.....Troy
H. S. Ludlow.....Troy
W. W. Loomis.....Troy
C. F. Burns.....Troy
William T. Donnelly.....Brooklyn
G. E. Waldo.....Brooklyn
Frank H. Call.....Bay Shore
Leander A. Jeffrey.....Bay Shore
Thomas Evans Bay Shore

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Individual Members—Continued:

W. W. Hulse.....Bay Shore
Joseph P. Bailey.....Patchogue
Howard D. Hadley.....Plattsburg
W. D. Van Brunt.....Southampton Beach
William B. Jones.....Albany
William J. Roe.....Newburgh
O. S. Foster.....Utica

NEW JERSEY.

STATE COMMISSIONERS (Appointed by the Governor).

Hon. Frederick W. Donnelly.....Trenton
Morris R. Sherrerd.....Newark
Richard C. Jenkinson.....Newark
Jas. M. Reiley.....Newark
Ernest J. Heppenheimer.....Jersey City
Genl. Wilbur F. Sadler, Jr.....Trenton
R. K. Bowman.....Trenton
Henry C. Moore.....Trenton
Walter Wood.....Florence
Chas. M. McCormick.....New Brunswick
Benj. F. S. Brown.....Mattawan
H. F. Stetser.....Haddon Heights
Henry W. Schneider.....Trenton
Samuel E. Perry.....Atlantic City
Horace G. Reeder.....Bordentown
Thos. Devlin.....Burlington
Clayton L. Travers.....Trenton
W. N. Jacobus.....Passaic
Wm. Lauer.....Lambertville
Hon. Fred. Melville.....Cape May
W. Scott Hand.....Ocean City
J. Spencer Smith.....Jersey City
Samuel Heilner.....Spring Lake
C. Taylor Rue.....Burlington
J. K. Waddington.....Salem
Charles A. McCormick.....New Brunswick

Ex-Officio: Samuel E. Perry, vice-president.....Atlantic City
Calvin Tomkins, delegate.....New York City

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New Jersey Harbor Commission:

J. Spencer Smith.....Tenafly

Mayor and City of Trenton:

Hon. Walter Madden.
Dr. Wm. S. Lalor.
Hon. E. C. Stokes.
A. Crozier Reeves.
John E. Gill.
Charles Fury.
Geo. H. Weller.
Lester Weller.
E. C. Hill.
Wm. H. Milburn.
Harry F. Smith.
John Miller.
Henry W. Dunn.
Hon. Chas. H. Gallagher.
D. Taylor Ivins.
Chas. H. Matthews.
W. C. Matlack.
R. C. Maxwell.
George F. Eberhardt.
Wm. H. Matheson.
Eugene DeLan.
Wm. H. Lenox.
H. V. Bolby.
Dr. C. F. Adams.
Chas. F. Stout.
John W. Sutphin.
James Tattersall.
Harry Haveson.
Nicholas Binder.
Frank O'Brien.
Timothy Furlong.
Isaac Smith.
William E. Weller.
R. K. Bowman.
Henry C. Moore.
Clayton L. Travers.
Newton A. K. Bugbee.
John A. Campbell.
Philip Fruedenmacher.
C. Arthur Metzger.
Herbert W. Bradley.

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Mayor and City of Trenton—Continued:

W. D. Whitlock.
George Katzenbach.
Fred Barlow.
Howard McNiece.
Adam Exton.
Wm. Lenox.
Wm. R. Thropp.
Anthony Spair.
Frank Thropp.
Wm. B. Maddock.
Edw. D. Anderson.
Rabbi L. B. Michaelson.
H. G. Stoddard.
John J. Mitchell.
S. S. Wyckoff.
Nathaniel Clegg.
Edw. B. Morris.
Wm. H. Walton.
Dr. Thomas Mackenzie.
Francis B. Lee.
A. D. Forst.
Frank Radice.
Peter Perola.
Donato Pierro.
Frank Thompson.
James F. Callahan.
Harry A. Donnelly.
Forrest Dye.
Thomas Waldron.
Walter Collins Penns Manor, Pa.
A. Brock Schoemaker..... Tullytown, Pa.
Thomas Stockham Morrisville
Daniel Louderback Morrisville
Louis R. Bond..... Morrisville
Wm. H. Moon..... Morrisville

Newark—Board of Street and Water Commissioners:

Morris R. Sherrerd.

City of Cape May:

John F. Jacoby.

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COMMERCIAL DELEGATES (Appointed by Commercial Bodies).

South River—Board of Trade:

John Fee, Jr.
N. W. Clayton.

Trenton-Philadelphia-New York Deeper Waterways Association:

Dr. J. DeB. Abbott.....Bristol, Pa.
F. E. Arend.....Trenton, N. J.
Frank W. Bamford.....Trenton, N. J.
Thos. J. Barrett.....Florence, N. J.
A. Mercer Biddle.....Torresdale, Pa.
Lewis R. Bond.....Morrisville, Pa.
R. K. Bowman.....Trenton, N. J.
W. J. J. Bowman.....Trenton, N. J.
O. O. Bowman.....Trenton, N. J.
J. F. Budd Shoe Co.....Burlington, N. J.
Burlington & Bristol Steamboat Co.....Burlington, N. J.
A. Reeder Chambers.....Trenton, N. J.
Walter A. Collins.....Penns Manor, Pa.
G. A. Cook.....Trenton, N. J.
Daymond & Wenzel.....Trenton, N. J.
Thos. Devlin Mfg. Co.....Philadelphia, Pa.
Henry Disston Sons.....Philadelphia, Pa.
W. E. Doron.....Bristol, Pa.
Henry A. Dreer.....Riverton, N. J.
Geo. F. Eberhard.....Trenton, N. J.
Empire Tire Co.....Trenton, N. J.
Wm. P. Endebrock.....Trenton, N. J.
Enterprise Cigar Co.....Trenton, N. J.
Harry E. Evans.....Trenton, N. J.
Alex. C. Ferguson.....Edgewater Park, N. J.
Florence Iron Works.....Florence, N. J.
Philip Fruedenmacher.....Trenton, N. J.
R. Grabowski.....Trenton, N. J.
F. S. Grove, Jr.....Camden, N. J.
Hamilton Rubber Co.....Trenton, N. J.
J. F. Hancock's Sons.....Trenton, N. J.
J. F. Hasskarl.....Philadelphia, Pa.
R. R. Heroy Co.....Trenton, N. J.
Harry A. Hill.....Trenton, N. J.
C. F. Hildebrecht.....Trenton, N. J.
E. C. Hill.....Trenton, N. J.
Wm. H. Holt & Son.....Delanco, N. J.
R. W. Kennedy.....Trenton, N. J.

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Trenton-Philadelphia-New York Deeper Waterways Association—Continued:

S. E. Kaufman.....Trenton, N. J.
Alex. Klinkowstein Trenton, N. J.
Wm. T. Kirk.....Beverly, N. J.
Dr. Wm. C. LeCompte.....Bristol, Pa.
Chas. Lennig & Co.....Philadelphia, Pa.
J. H. Longstreet.....Bordentown, N. J.
Daniel Louderback Morrisville, Pa.
Leopold Landreth Bristol, Pa.
McFarland Foundry and Machine Co.....Trenton, N. J.
Dr. T. H. Mackenzie.....Trenton, N. J.
Maddock Pottery Trenton, N. J.
Montgomery Bros. Philadelphia, N. J.
W. B. Maddock.....Trenton, N. J.
W. H. Moon.....Morrisville, Pa.
Thos. Maddock's Sons Co.....Trenton, N. J.
H. T. McNiece.....Trenton, N. J.
Murray-Griffith & Messler.....Trenton, N. J.
Henry C. Moore.....Trenton, N. J.
Muschert-Reeves & Co.....Trenton, N. J.
Noecker & Ake.....Camden, N. J.
C. H. Oakley.....Trenton, N. J.
Princeton Worsted Mills.....Trenton, N. J.
Horace G. Reeder.....Bordentown, N. J.
Jos. O. Rickey.....Trenton, N. J.
John V. Rice, Jr.....Bordentown, N. J.
J. B. Richardson Sons.....Trenton, N. J.
Edward Riggs, Jr.....Burlington, N. J.
Robertson Art Tile Co.....Trenton, N. J.
C. Taylor Rue.....Burlington, N. J
F. F. Severns Sons.....Burlington, N. J.
A. Brock Shoemaker.....Tullytown, N. J.
Herbert Sinclair Trenton, N. J.
H. Arthur Smith.....Trenton, N. J.
H. G. Stoddard.....Trenton, N. J.
Genl. W. F. Sadler, Jr.....Trenton, N. J.
Standard Inlaid Mfg. Co.....Trenton, N. J.
Standard Cast Iron Pipe and Foundry Co.....Bristol, Pa.
Star Porcelain Co.....Trenton, N. J.
Geo. W. Swift.....Bordentown, N. J.
J. C. Tabram.....Trenton, N. J.
J. E. Tropp's Sons.....Trenton, N. J.
Trenton Yacht Club.....Trenton, N. J.
C. L. Traver.....Trenton, N. J.
Trenton Oilcloth Co.....Trenton, N. J.

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Trenton-Philadelphia-New York Deeper Waterways Association—Continued:

Trenton Potteries Co.....Trenton, N. J.
Trenton Shirt Mfg. Co.....Trenton, N. J.
C. H. Updike.....Trenton, N. J.
United States Iron Pipe and Foundry Co....Burlington, N. J.
H. M. Voorhees.....Trenton, N. J.
Geo. H. Weller.....Trenton, N. J.
Lester Weller Trenton, N. J.
Eugene S. Willey.....Trenton, N. J.
Fred B. Yard.....Trenton, N. J.
Chas. W. Young & Co.....Philadelphia, Pa.
W. W. Young.....Bordentown, N. J.
James Willis Taylorsville, Pa.

Salem—Salem Business Men's Association:

Wm. H. Mitchell.
Geo. W. Ayres, Jr.
Arthur B. Smith.
Dr. N. S. Hires.
Wm. Acton.
Powell R. Smith.
Carll Harris.
Jas. S. Wheeler.
Dr. R. M. A. Davis.
Dr. Wm. H. Carpenter.

Camden—Board of Trade:

Arthur Dorrance.
Geo. W. Jessup.
Capt. John B. Adams.
Chas. S. Boyer.

Trenton—Chamber of Commerce:

Harry A. Ashmore.
John H. Ashton.
Thos. Barton.
Chas. L. Hancock.
Jos. L. Bodine.
Fred Clymer.
F. A. Duggan.
Frank J. Eppele.
J. W. Foster.
Barker G. Hamill.

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Trenton—Chamber of Commerce—Continued:

W. S. Hancock.
Kendrick C. Hill.
J. Russell Kelso.
R. V. Kuser.
Hon. H. D. Leavitt.
A. K. Leuckel.
Owen Moon, Jr.
Geo. Morrison.
Nelson L. Petty.
L. C. Pierson.
John A. Schultz.
John H. Scudder.
H. Arthur Smith.
Norman P. Stahl.
Levi B. Risdon.

Camden—Camden County Board of Freeholders:

Fred W. Gercke.....Camden
John M. Klosterman.....Gloucester City

Gloucester City:

G. William Barnard.
Edw. J. O'Hara.

Atlantic City—Atlantic City Business League:

Jos. W. Salus.
Warren Somers.
Samuel E. Perry.

Hoboken—Hoboken Board of Trade:

E. H. Horwood.

Camden—Camden Board of Trade:

Atlantic City—Atlantic City Business League:

Atlantic City—Atlantic City Hotel Men's Association:

Capt. Samuel E. Perry.....Atlantic City
Albert H. Darnell.....Holmhurst Hotel

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Island Heights—Island Heights Yacht Club:

Edwin Schoettle.....Philadelphia
Guy A. Lubury.....Philadelphia
A. H. Graf.....Island Heights

Camden—Enterprise Harbor No. 2 A. A. of M. M. and P.:

New Brunswick—New Brunswick Board of Trade:

W. R. Reed.....New Brunswick
John B. Hebert.....New Brunswick
F. M. Yorston.....New Brunswick
I. W. Kilbourn.....New Brunswick

Firms and Corporations:

City National Bank.....Salem
Biddle Hires.
Carpenter-Mitchell Co.....Salem
Powell R. Smith.
Robert Butcher.
Quigley, Davis & Dorp.....Camden
Wm. H. Quigley.
Louis J. Dorp.
Sinnickson-Smith Lumber Co.....Salem
E. Smith Bassett.
Arthur B. Smith.
New Jersey Asbestos Co.....Camden
U. S. Cast Iron Pipe and Foundry Co.....Burlington
J. Eavenson Sons, Inc.....Camden
Johnson & Johnson.....New Brunswick
Potteries Selling Co.....Trenton
Joseph Campbell Co.....Camden
Quigley & Dorp.....Camden
Wistar & Woodnutt.....Salem
Clayton Wistar
Trenton Potteries Company.....Trenton
E. S. Aitkin.
J. N. Kise.

Individual Members:

Frederick W. Donnelly.....Trenton
Wm. F. Haustein.....Atlantic City
Israel G. Adams.....Atlantic City
Thomas Potter, Jr.....Atlantic City
A. H. Phillips.....Atlantic City
Jesse Yates.....Atlantic City

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Individual Members—Continued:

Henry W. Corkran.....Atlantic City
Samuel E. Perry.....Atlantic City
W. Leonard Hurley.....Camden
Arthur Dorrance Camden
J. H. Gaskill Camden
Morris D. Noecker.....Camden
Salem Brass and Iron Manfg. Co.....Salem
Wistar & Woodnutt.....Salem
N. S. Hires, M.D.....Salem
Abner S. Hires.....Quinton
Salem Glass Works.....Salem
City National Bank.....Salem
William H. Mitchell.....Salem
R. N. Vanneman.....Salem
American Oil Cloth Co.....Salem
Carpenter-Mitchell Co.....Salem
Sinnickson-Smith Lumber Co.....Salem
Ayars Machine Co.....Salem
C. Taylor Rue.....Burlington
W. Scott Hand.....Ocean City
John Beaston Gloucester
William H. Wiley.....Orange
Christian Johnson Greenwich
Elias Davis Camden
Theo. I. Etter.....Camden
John B. Herbert.....New Brunswick
William J. McCurdy.....New Brunswick
F. M. Yorston.....New Brunswick
James Hughes, Jr.....New Brunswick
James Mershon New Brunswick
Walter L. Reeder.....Bordentown
John H. Hutchinson.....Bordentown
Horace G. Reeder.....Bordentown
Chesapeake Basket Co.....Salem
Salem, N. J., National Banking Co Salem
Robert S. Fogg.....Salem
Gayner Glass Works.....Salem
Wm. P. Wright.....Pennsgrove
Charles A. Atkins.....Asbury Park
Worthington M. Jacobus.....Rutherford
H. F. Stetser.....Haddon Heights
Edward H. Horwood.....Hoboken
M. R. Sherrerd.....Newark
Wm. Smith Lalor, M.D.....Trenton
J. Spencer Smith.....Tenafly

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PENNSYLVANIA.

STATE COMMISSIONERS (Appointed by the Governor).

Richard Campion Philadelphia
Joseph R. Grundy Bristol
Wm. C. Sproul Chester

Ex-Officio: Chas. Heber Clark, vice-president Philadelphia
Frank D. LaLanne, delegate Philadelphia

Mayor and City of Philadelphia:

Edw. J. Cattell.
Jos. F. Hasskarl.
David S. Stetson.
Frank D. LaLanne.
Chas. A. Gillingham.
C. C. A. Badli.
F. S. Groves.
N. B. Kelly.
W. S. Lloyd.
E. R. Sharwood.

COMMERCIAL DELEGATES (Appointed by Trade Bodies).

Philadelphia—Business Men's and Taxpayers' Association of Frankford:

Robert T. Corson.
Franklin Smedley.
Richard T. Holme.

Alternates:

John W. Liberton.
A. C. Jackson.
H. M. Siner.

Commercial Exchange:

Walter F. Hagar.
Emanuel H. Price.
Wm. J. Koch.
Hubert J. Horan.
Samuel L. McKnight.
Frank E. Marshall.

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Lumbermen's Exchange:
Samuel B. Vrooman.

Alternate:
Daniel Adams.

Merchants' and Manufacturers' Association:
Harry S. Bonner.
A. F. Brown.
J. Craig, Jr.
Chas. H. Dungan.
Edw. Hoopes.
S. R. Kennedy, Sr.
H. F. Stetser.
Chas. W. Young.
C. W. Summerfield.
C. W. Neeld.

Quarrymen's Association:
Frank Williamson.
Geo. E. Scranton.
Isaac W. Kenderdine.

Board of Trade:
Phillip Godley.
Wm. T. Rolph.
Daniel Baugh.
Edw. F. Henson.
Wm. R. Tucker.

Manufacturers' Club:
Richard Campion.
Jos. R. Grundy.
Ralph Blum.

Master Builders' Exchange:
John Atkinson.
James Johnston.
H. S. Andrus.
Frank H. Reeves.
Chas. Elmer Smith.
Wm. B. Irvine.
Wm. Conway.

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Master Builders' Exchange—Continued.

Franklin M. Harris, Jr.
Cyrus Borgner.
Wm. R. Chapman, Jr.
John D. Carlisle.
Richard H. Watson.
John F. Jacoby.
Harry Gransback.

Paint Manufacturers' Club:

Wm. H. Wetherill.
Howard B. French.

Commissioners of Navigation, Philadelphia:

H. H. Poole.....Bristol, Pa.

Philadelphia—Philadelphia Transportation and Lighterage Co.:

A. F. Brown.
M. A. Widener.

Philadelphia Foundrymen's Association:

Thomas Devlin.....Philadelphia
Fred Grimes.....Philadelphia
Col. Charles James.....Easton, Pa.

Essington—Philadelphia Yacht Club:

Philadelphia—Chamber of Commerce:

Philadelphia—Grocers' and Importers' Exchange:

Philadelphia—Hardware Merchants' and Manufacturers' Association:

Philadelphia—Philadelphia Maritime Exchange:

P. F. Young.
Wm. J. Bradley.
James B. Bonner.
E. R. Sharwood.
J. S. W. Holton.

Pennsylvania Lumbermen's Association:

Henry Palmer.....Langhorne, Pa.
C. Frank Williamson.....Media, Pa.

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Philadelphia Bourse:

Geo. E. Bartol.
Frederic Schoff.
Wm. R. Tucker.
Cyrus Borgner.
Daniel Baugh.
Lincoln K. Passmore.
Philip Godley.
Walter Wood.
Wm. O. Hempstead.
Emil P. Albrecht.
Thomas Devlin.
A. Robinson McIlvaine.
Theodore Justice.
J. Jacob Mohr.
Geo. Clark.
Wm. T. Rolph.
Hon. Michael Donohoe.
F. S. Groves.

Philadelphia—Vessel Owners' and Captains' Association:

Henry Matthews.
Captain Lodge P. Colton.
Chas. P. Lawrence.

Kensington Board of Trade:

R. Lincoln McNeil.
James C. Johnston.

Corinthian Yacht Club:

Geo. E. Bartol.
Samuel L. Kent.
Addison F. Bancroft.

The Commercial Museum, Philadelphia:

Wilfred H. Schoff.
Daniel Baugh.
Henry R. Edmunds.

Chester—Board of Trade:

J. Craig, Jr.
B. D. Lane.

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Firms and Corporations:

American Dredging Co.
Wm. J. Bradley.
James N. Knipe.
Atlantic Refining Co.
J. W. Liberton.
W. D. Anderson.
Chas. M. Betts & Co.
B. Franklin Betts.
J. G. Brill Co.
J. W. Rawle.
Henry C. Esling.
Bernard & Samsel.
Wm. E. Bernard.
Breakwater Co.
James S. McCartney.
Dempsey & Sons.
L. A. Dempsey.
M. A. Dempsey.
Thos. Devlin Manufacturing Co.
Thomas Devlin.
Edw. F. Henson & Co.
Edw. F. Henson.
Hance Bros. & White.
Edw. H. Hance.
A. M. Hance.
Franklin M. Harris & Co.
Franklin M. Harris, Jr.
Albert Haverstick & Sons.
Jonas Brothers Co.
Robert J. Brady.
George W. Kugler & Sons Co.
Victor E. Kugler.
John Racher, Jr.
Logan Coal Co.
Wm. J. Faux.
Merchants & Evans Co.
W. H. Walton.
Mitchell, Fletcher & Co.
David L. Hemmerly.
James F. Murphy.
J. J. Mohr & Son.
James N. Mohr.
Wm. S. Mohr.
Pure Oil Co.
Wm. A. Edsall.

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Firms and Corporations—Continued:

Wm. Sellers & Co., Inc.
Coleman Sellers, Jr.
Justus H. Schwacke.
Ware Brothers' Co.
R. C. Ware.
A. M. Ware.
Chas. W. Young & Co.
C. W. Young.
Henry A. Dreer, Inc.
Wm. F. Dreer.
J. Otto Thilow.
Charles Lennig & Co., Philadelphia.
John B. Lennig.
John H. Glover.

Acme Tea Co.....Philadelphia
H. W. Butterworth & Sons Co.....Philadelphia
Baltimore & Philadelphia Steamboat Co.....Philadelphia
Louis Burk Philadelphia
Charles Beck. Co.....Philadelphia
Joseph H. Bromley.....Philadelphia
Baugh & Sons Co.....Philadelphia
Berwind White Coal Mining Co.....Philadelphia
Bowen, Dungan & Co.....Philadelphia
The Berg Co.....Philadelphia
W. Atlee Burpee & Co.....Philadelphia
Central National Bank.....Philadelphia
Crew Levick Co.....Philadelphia
The A. Colburn Co.....Philadelphia
Chesapeake & Delaware Canal Co..... Philadelphia
Cambria Mining & Manfg. Co.....Philadelphia
Thomas E. Baird.
Dr. John Marshall.
E. W. Clark & Co.....Philadelphia
Comly & Flanigan..... Philadelphia
The De Frain Sand Co.....Philadelphia
Decker & Son.....Philadelphia
Dempsey & Sons..... Philadelphia
Day & Frick.....Philadelphia
Otto Eisenlohr & Bros.....Philadelphia
William R. Ellison.....Philadelphia
Adolph Forster Co.....Philadelphia
Fels & Co.....Philadelphia
Felton, Sibley & Co.....Philadelphia
William H. Grundy & Co..... ..Philadelphia
Frank C. Gillingham & Son.....Philadelphia

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Firms and Corporations—Continued:

F. L. Hoover & Sons, Inc.....Philadelphia
Hollingsworth & Peterson.....Philadelphia
Horn & Horn.....Philadelphia
Wm. H. Horstmann & Co.....Philadelphia
Ab. Kirschbaum & Co.....Philadelphia
George W. Kugler & Sons Co.....Philadelphia
J. S. Kent Co.....Philadelphia
Keystone Leather Co.....Philadelphia
Kohn, Adler & Co.....Philadelphia
Kennedy, Willing & Co.....Philadelphia
Robert L. Latimer & Co.....Philadelphia
Link Belt Co.....Philadelphia
John Lucas & Co.....Philadelphia
Montgomery Bros., Inc.....Philadelphia
McKee & Co.....Philadelphia
National Bank of Germantown.....Philadelphia
Joseph T. Pearson Co.....Philadelphia
Peoples Brothers Philadelphia
Philadelphia Transportation Lighterage Co.....Philadelphia
A. F. Brown.
M. I. Widener.
Philadelphia Quartz Co.....Philadelphia
Peirce School Philadelphia
Philadelphia Museum Philadelphia
Jacob Reed's Sons, Inc.....Philadelphia
C. F. Rumpp & Sons, Inc.....Philadelphia
Reading & Dickinson.....Philadelphia
T. B. Rice & Sons Co.....Philadelphia
J. E. Rhoads & Son.....Philadelphia
Standard Cast Iron & Pipe Co.....Bristol, Pa.
Supplee Hardware Co.....Philadelphia
Schofield Mason & Co.....Philadelphia
P. C. Tomson & Co.....Philadelphia
W. T. Tilden Co.....Philadelphia
Edmund A. Souder & Co.....Philadelphia
John Spielberger Bros. & Co.....Philadelphia
Henry Sternfield & Co.....Philadelphia
Charles M. Taylor's Sons.....Philadelphia
H. T. Barton.
S. B. Vrooman Co., Ltd.....Philadelphia
A. H. Wirz.....Philadelphia
Wrigley Mfg. Co.....Philadelphia
Whitall-Tatum Co.....Philadelphia
Peter Wright & Sons.....Philadelphia
Stephen F. Whitman & Son, Inc.....Philadelphia

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Firms and Corporations—Continued:

Williamson Bros. Co. Philadelphia
D. L. Ward & Co. Philadelphia
Yachtmen's Club Philadelphia

Individual Members:

Finley Acker Philadelphia
Daniel Adams Philadelphia
Robert E. Altemus Philadelphia
Rudolph R. Baizley Philadelphia
George E. Bartol Philadelphia
John E. Baird Philadelphia
Thomas E. Baird Philadelphia
Gustav Bacharach Philadelphia
C. C. A. Baldi Philadelphia
William J. Barton Philadelphia
W. E. Bernard Philadelphia
Samuel Bell, Jr Philadelphia
Stedman Bent Overbrook, Pa.
J. B. Beans Philadelphia
Henry H. Bingham Philadelphia
Atwood Lawrence Bliss Philadelphia
Peter Boyd Philadelphia
Charles Bond Philadelphia
James B. Bonner Philadelphia
S. B. Bowen Philadelphia
Chester M. Bryant Philadelphia
C. N. Brumm Pottsville, Pa.
William J. Bradley Philadelphia
George H. Burnham, Jr Philadelphia
Addison B. Burk Philadelphia
Edward Buckholz Philadelphia
B. W. Casselberry Overbrook, Pa.
J. Hazelton Carstairs Philadelphia
Daniel H. Carstairs Philadelphia
Richard Campion Philadelphia
F. T. Chandler Philadelphia
Charles Heber Clark Philadelphia
Edw. T. Conner Philadelphia
William M. Coates Philadelphia
Jay Cooke, 3d Philadelphia
Edwin S. Cramp Philadelphia
Elwood S. Davis Philadelphia
Joseph J. De Kinder Philadelphia
Atlee Douredoure Philadelphia

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Individual Members—Continued:

James D. Dorney.....Philadelphia
Hugh B. Eastburn.....Doylestown, Pa.
H. J. Field.....Philadelphia
L. G. Fouse.....Philadelphia
Eugene W. Fry.....Philadelphia
Andrew A. Frosch.....Philadelphia
C. Gallagher Philadelphia
Cassius E. Gillette.....Philadelphia
Philip Godley Philadelphia
Harry Gramsback Philadelphia
Charles Gring Philadelphia
C. C. Hahl.....Philadelphia
Joseph F. Hasskarl.....Philadelphia
Frank Hardart Philadelphia
Jacob Hartman Philadelphia
J. W. R. Harding.....Frankford, Pa.
Jacob Hess Philadelphia
William O. Hempstead.....Philadelphia
Dr. H. D. Heller.....Philadelphia
A. G. Hetherington.....Philadelphia
William E. Helme.....Philadelphia
Raymond W. Hilles.....Philadelphia
Robert P. Hooper.....Philadelphia
William H. Hollar.....Philadelphia
J. S. W. Holton.....Philadelphia
M. P. Howlett.....Philadelphia
Herman L. Hohlfeld.....Philadelphia
Francis Carpenter Howell.....Philadelphia
J. F. Jacoby.....Philadelphia
William A. Jennens.....Philadelphia
James Collins Jones.....Philadelphia
J. R. Jones Philadelphia
James C. Johnston.....Philadelphia
Emory R. Johnson.....Philadelphia
Daniel J. Junk Philadelphia
Murdock Kendrick Philadelphia
George W. Kendrick, 3d.....Philadelphia
Samuel L. Kent.....Philadelphia
A. C. Keeley.....Philadelphia
Clarence P. King.....Philadelphia
Harry B. Krause.....Lansdowne, Pa.
Frank D. La Lanne.....Philadelphia
Charles P. Lawrence.....Philadelphia
John Leet Philadelphia
Morris Liveright Philadelphia

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Individual Members—Continued:

Le Monte Lloyd.....Philadelphia
George D. Martin.....Philadelphia
Thomas Martindale Philadelphia
Henry Matthews Philadelphia
Arthur H. MacOwen.....Philadelphia
J. A. McCarthy.....Philadelphia
George D. McCreary.....Philadelphia
William J. McIlvaine.....Philadelphia
Samuel L. McKnight.....Philadelphia
James J. McNally.....Philadelphia
Robert Lincoln McNeil.....Philadelphia
Frederick McOwen Overbrook, Pa.
Abner H Mershon.....Philadelphia
E. Meyle Philadelphia
George L. Mitchell.....Philadelphia
James Mickle Philadelphia
J. Hampton Moore.....Philadelphia
James Morgan Philadelphia
Harry J. Mulherin Taylor, Pa.
Patrick Mulherin.....Taylor, Pa.
Frank W. Munn.....Philadelphia
Daniel J. Murphy, Jr.....Philadelphia
Michael Murphy Philadelphia
Frank L. Neall.....Philadelphia
Charles W. Neeld.....Philadelphia
Joseph R. Newton.....Philadelphia
J. H. Oliver.....Philadelphia
Emmett O'Neill Frankford, Pa.
Henry M. Paist.....Philadelphia
M. B. Perkins.....Philadelphia
Horace Pettit Philadelphia
J. N. Pew Philadelphia
H. H. H. Poole.....Bristol, Pa.
R. H. Pratt.....Philadelphia
Charles E. Pugh.....Philadelphia
A Raymond Raff.....Philadelphia
Samuel Reinheimer.....Philadelphia
Frederick A. Riehle.....Philadelphia
Howard S. Risley.....Philadelphia
Reese P. Risley.....Philadelphia
David Risley Philadelphia
William T. Rolph.....Philadelphia
Samuel P. Rotan.....Philadelphia
Wm. Rowan Philadelphia
W. S. Samuels.....Philadelphia

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Individual Members—Continued:

J. W. Saylor.....Philadelphia
Howard J. Saeger.....Philadelphia
Christian Sautter Philadelphia
John Schneider Philadelphia
William B. Sheppard.....Philadelphia
Durell Shuster Philadelphia
Frank E. Shaw.....Philadelphia
Frank W. Shriver.....Philadelphia
Henry H. Sheip.....Philadelphia
A. Maxwell Sheppard.....Philadelphia
Carroll W. Simon.....Philadelphia
George A. Sinn.....Philadelphia
Harry Soeffing Philadelphia
George F. Sproule.....Philadelphia
William W. Supplee.....Philadelphia
A. Merritt Taylor.....Philadelphia
William Tatham Philadelphia
William Thomson Philadelphia
Edgar G. Thomas.....Philadelphia
John Thompson Philadelphia
Selden Twitchell Philadelphia
Samuel E. Uhler.....Philadelphia
William S. Vare.....Philadelphia
George D. Vansciver.....Philadelphia
John P. Virdin.....Philadelphia
John B. Watson.....Philadelphia
Irving P. Wanger.....Norristown, Pa.
William H. Wetherill.....Philadelphia
E. Webster Philadelphia
Charles G. Wetter.....Philadelphia
Elisha Webb, Jr.....Philadelphia
George B. Wilson.....Philadelphia
Joseph R. Wilson.....Philadelphia
Frank H. Wolf.....Philadelphia
Walter Wood Philadelphia
Morrison D. Wood.....Philadelphia
John G. Wood.....Philadelphia
Spencer D. Wright.....Philadelphia
Byron E. Wrigley.....Philadelphia
P. F. Young.....Philadelphia

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DELAWARE.

STATE COMMISSIONERS (Appointed by the Governor).

Otho Nowland.....Wilmington
Benjamin A. Hazel.....Smyrna
William J. Thorougood.....Georgetown

Ex-Officio: Hiram R. Burton, vice-president.....Lewes
William H. Heald, delegate.....Wilmington

COMMERCIAL DELEGATES (Appointed by Commercial Bodies).

Wilmington—Board of Trade:

Wm. T. Budd.
A. B. Ayerst.
Chas. S. Gawthrop.
John M. Mendinhall.
Harry T. Bush.
H. S. Schutt.
H. B. Duncan.
Edgar L. Haynes.
P. G. Hayden.
John S. Mullin, Jr.

Firms and Corporations:

Geo. W. Bush & Sons Co.....Wilmington
H. T. Bush.
Pusey & Jones Co.....Wilmington
John M. Mendinhall.
Elbert H. Neese.
Chas. Warner Co.....Wilmington
R. D. Warner, Jr.
Harlan & Hollingsworth Corporation.....Wilmington
Wm. T. Budd.
S. K. Smith.
Lobdell Car Wheel Co.....Wilmington

Individual Members:

Anthony Higgins Wilmington
Henderson Weir Wilmington
John P. Allmond.....Wilmington
Richard Patzowsky Wilmington
William H. Heald.....Wilmington

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Individual Members—Continued:

S. K. Smith.....Wilmington
William T. Budd.....Wilmington
S. B. Cooling.....Wilmington
George W. Sparks.....Wilmington
Edward R. Pusey.....Wilmington
Howard D. Ross.....Wilmington
John M. Mendinhall.....Wilmington
Persifor Frazer, Jr.....Wilmington
A. S. Reed Wilmington
C. A. Rudolph.....Wilmington
David A. Hay.....Wilmington
Peter Bloomsburg Wilmington
Harry Thompson Wilmington
John S. Rossell.....Wilmington
Charles R. Miller.....Wilmington
Samuel S. Hoff.....Wilmington
W. G. Coxe Wilmington
William Beadenkopf Wilmington
Robert T. Baldwin.....Wilmington
Benjamin E. Harrar.....Wilmington
Howell S. England.....Wilmington
William D. Mullen, Jr.....Wilmington
O. C. Purdy Wilmington
Alfred D. Warner, Sr.....Wilmington
T. C. Du Pont.....Wilmington
Hiram R. Burton.....Lewes
C. W. Johnston.....Lewes
Charles W. Jefferson.....Delaware City
Alexander P. Corbit.....Odessa

MARYLAND.

STATE COMMISSIONERS (Appointed by the Governor).

Ex-Officio· Reuben Foster, vice-president.....Baltimore
David H. Carroll, delegate.....Baltimore

COMMERCIAL DELEGATES (Appointed by Commercial Bodies).

Baltimore—Baltimore Chamber of Commerce:

Robert Ramsay.
Key Compton.
Robert McLean.

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Baltimore—Master Builders' Association:

J. Henry Miller.
Harry H. Brown.
A. F. West.
Harry H. Maclelan.

Alternates:

P. J. Cushen.
Edw. Watters.
Chas. W. Brown.

Baltimore—Merchants' and Manufacturers' Association:

Dr. David H. Carroll.
Frank N. Hoen.
Reuben Foster.
Walter Ancker.
Col. Wm. A. Boykin.
Jos. C. Whitney.
R. Lancaster Williams.
Capt. John R. Sherwood.
Key Compton.
Wm. D. Gill.
Frank A. Furst.
D. C. Ammidon.
Col. W. W. Cator.
Walden C. Nimmo.
Thos. G. Boggs.
Walden C. Nimmo.
E. Edmunds Foster.

Old Town Merchants' and Manufacturers' Association

Jacob W. Hook.
Chas. H. Evans.
J. Geo. Gehring, Jr.
John W. Marshall.

Baltimore—Builders' Exchange:

M. C. Davis.
S. Frank Bennett.
W. C. Wellener.

Alternates:

Harry H. Maclelan.
P. J. Cushen.
F. C. Bayne.

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Firms and Corporations:

Chesapeake Steamship Co.....Baltimore
Key Compton.
E. J. Chism.
Merchants' and Miners' Transportation Co.....Baltimore
J. C. Whitney.
Carroll H. Smith.

Baltimore—Baltimore Steam Packet Co.:

Individual Members:

Charles E. Falconer.....Baltimore
Paul G. L. Hilken.....Baltimore
Robert Ramsey Co.....Baltimore
William D. Gill.....Baltimore
D. C. Ammidon.....Baltimore
S. Frank Bennett.....Baltimore
W. Howard Mathai.....Baltimore
W. A. Boykin.....Baltimore
S. Baldwin, Sr.....Baltimore
Robert McLean Baltimore
Austin Gallagher Baltimore
Howard Reeder Baltimore
F. H. Gottlieb.....Baltimore
R. Lancaster Williams.....Baltimore
Frank A. Furst.....Baltimore
Jacob W. Hook.....Baltimore
F. H. Hindes.....Baltimore
Milton C. Davis.....Baltimore
W. W. Cator.....Baltimore
W. B. Brooks.....Baltimore
Wm. C. Eliason.....Baltimore
F. N. Hoen.....Baltimore
George C. Treide.....Baltimore
David H. Carroll.....Baltimore
William K. Bartlett.....Baltimore
J. Henry Miller.....Baltimore
Arthur F. West.....Baltimore
H. G. Hilken.....Baltimore
B. Howell Griswold.....Baltimore
Felix Agnus Baltimore
James H. Preston.....Baltimore
E. Edmunds Foster.....Baltimore
Reuben Foster Baltimore
William H. Bosley.....Baltimore

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Individual Members—Continued:

John T. Hendricks.....Baltimore
William S. Evans.....Elkton
Elmore Deibert Elkton
Hon. George Pearre.....Cumberland
G. M. Mullen.....Towson

VIRGINIA.

STATE COMMISSIONERS (Appointed by the Governor).

Ex-Officio: Harvey M. Dickson, vice-president.....Norfolk
Joseph A. Hall, delegate.....Norfolk

COMMERCIAL DELEGATES (Appointed by Commercial Bodies).

Norfolk—Board of Trade and Business Men's Association:

Wm. T. Anderson.
Harvey M. Dickson.
Jos. A. Hall.
Harry L. Lowenberg.
I. H. Lamb.

Richmond—Retail Merchants' Association of Virginia.

Alfred Schreier, Norfolk.
J. F. B. Jurgens, Richmond.
John A. Morris, Portsmouth.

Richmond—Richmond Chamber of Commerce:

W. Meade Addison.
Spottswood J. Allen.
S. T. Beveridge.
H. S. Binswanger.
Charles E. Borden.
Sam'l H. Bowman.
Jas. N. Boyd.
F. W. Brown.
H. L. Cabell.
T. M. Carrington.
M. A. Chambers.
Judge Geo. L. Christian.

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Richmond—Richmond Chamber of Commerce—Continued:

Sam'l Cohen.
Jas. G. Corley.
Jas. D. Crump.
W. T. Dabney.
R. A. Dunlop.
Jno. C. Easley.
J. C. Freeman.
Jno. B. Purcell.
O. H. Funston.
Emanuel H. Gunst.
T. Peyton Giles.
Jas. R. Gordon.
S. H. Hawes.
H. W. Jackson.
E. C. Laird.
Charles P. Lee.
Egbert G. Leigh, Jr.
Jno. M. Miller, Jr.
W. A. Moncure.
John S. Munce.
L. Z. Morris.
A. J. Parrish.
J. Scott Parrish.
W. T. Reed.
Charles C. Reed.
P. L. Reed.
J. F. Ryland.
O. J. Sands.
E. A. Saunders, Jr.
Fritz Sitterding.
Alvin M. Smith.
R. H. Smith.
Warren P. Taylor.
S. W. Travers.
R. S. Tuck.
E. K. Victor.
Gordon Wallace.
Wm. H. White.
S. M. Woodward.
F. D. Williams.
H. W. Wood.
Coleman Wortham.
William G. Stanard.
Samuel H. Tonge.
Edmund Strudwick.

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Richmond—Retail Merchants' Association of Richmond:

Samuel Cohen, Richmond.
H. Curl Boschen, Richmond.
W. A. Clark, Richmond.

Richmond—Retail Merchants' Association of Virginia:

Smithfield—Corporation of Smithfield:

Hon. L. C. Brock.
Hon. P. D. Gwaltney.
Col. J. W. Holloway.

Norfolk—Norfolk Association of Credit Men:

J. H. Watters.
C. L. Whichard.
B. L. Bugg.

Norfolk—City of Norfolk:

Common Council:

J. M. Bunting.
E. B. Lewis.
C. W. Rockafeller.

Board of Aldermen:

Benjamin Spigel.
H. A. Johnston.
M. M. Tunis.

Norfolk—North Carolina Pine Association:

J. L. Camp.....Franklin, Va.
J. D. Rounds.....Cerro Gordo, N. C.
W. B. Roper.....Norfolk, Va.

Norfolk—Retail Merchants' Association:

L. C. Steele.
Alfred Schreier.
A. E. Campe.

Norfolk—Tidewater Jobbing Confectioners' Association:

H. G. Barbee.
N. H. Slack.

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Norfolk—Laundrymen's Exchange of Tidewater, Va.:

Norfolk—Industrial Commission:

Harry H. Trice.....Norfolk
N. F. O'Dea.....Norfolk
W. P. Dodson.....Norfolk

Norfolk—Progressive Harbor No. 9 A. A. of M. M. & P.:

Captain Hugh T. Hancock.....Norfolk

Newport News—Newport News Chamber of Commerce:

Firms and Corporations:

Lake Drummond Canal & Water Co.....Norfolk
M. K. King.....Norfolk
B. Howell Griswold.....Baltimore, Md.
J. A. Mitten
Miller, Rhoads & Swartz, Inc.....Norfolk
W. G. Swartz.
Drewry-Hughes Co.....Richmond
W. A. Powers.
J. B. Freeman.

HONORARY DELEGATES

Representing the Convention City, being the members of the General Committee in charge of arrangements for the Convention:

T. M. Carrington.
C. E. Borden.
J. G. Corley.
J. C. Freeman.
Julius A. Hobson.
E. C. Laird.
J. J. Lynch.
R. L. Peters.
D. C. Richardson.
Geo. W. Rogers.
Robert Whittet, Jr.
Henry W. Wood.
Wm. T. Dabney.
Coleman Worthan.
J. L. Antrim.
W. M. Habliston.

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Honorary Delegates—Continued:

R. H. Harwood.
O. J. Sands.
Geo. W. Warren.
J. W. Young.
H. L. Cabell.
Alvin M. Smith.
Henry S. Hotchkiss
Jno. C. Hagan.
J. Scott Parrish.
Jno. S. Pinder.
Polk Miller.
W. T. Redd.
W. A. Clarke, Jr.
A. T. Arrington.
Samuel Cohen.
A. Royall.
Jno. L. Wingo.
Fred. H. Powell.
W. L. Gordon.
W. B. Boraddus.
H. L. Harwood.
Christian H. Clarke.
Julien Binford.
M. A. Chambers.
H. W. Jackson.
Jas. W. Sharpe.
Jno. M. Taylor.
Gov. Wm. Hodges Mann.
Lt.-Gov. J. Taylor Ellyson.
Jas. R. Gordon.
Louis B. Hatke.
J. C. Campbell.
E. A. Saunders.
N. D. Sills.
Jas. N. Boyd.
H. L. Campbell.
C. L. Christian.
B. O. James.
E. G. Leigh, Jr.
L. Z. Morris.
Ben. P. Owen.
S. W. Travers.
S. F. Hawes.
F. D. Willliams.
F. E. Nolting.

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Honorary Delegates—Continued:

Jno. C. Freeman.
C. L. Batkins.
B. H. Ellington.
J. B. Bliley.
Chas. E. Bolling.
C. P. E. Burgwyn.
C. C. Jones.
Jas. A. Moncure.
Warner Moore.
S. T. Korgan.
J. F. Powers.
Jno. B. Purcell.
S. H. Yonge.
Morgan R. Mills.
Jno. A. Curtis.
Jno. Stewart Bryan.
A. R. Holderby, Jr.
R. W. Simpson, Jr.
J. K. Irving, Jr.
Geo. W. Rogers.
S. B. Woodfin.
J. G. Corley.
John Stewart Bryan.
J. A. C. Chandler.
G. S. Crenshaw.
Jas. D. Crump.
J. L. Hill.
W. S. Rhoads.
R. A. Dunlop.
O. H. Funsten.
H. S. Binswanger.
M. E. Marcuse.
Thos. B. McAdams.
W. R. Meredith.
C. C. Reed.
E. Randolph Williams.
Jno. C. Easley.
R. S. Tuck.
E. C. Laird.
S. T. Beveridge.
W. H. Schwarzschild.
Louis Werner.
E. S. Goodman.
H. W. Wood.
G. Wayne Anderson.

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Honorary Delegates—Continued:

E. A. Catlin.
S. D. Crenshaw.
T. A. Miller.
W. A. Moncure.
John Murphy.
J. F. Rylane.
Jno. S. Munce.
P. H. Donahoe.
Mayor D. C. Richardson.
W. Meade Addison.
S. J. Allen.
S. T. Beveridge.
Julian M. Boissieux.
W. B. Bradley.
F. L. Butler.
C. D. Coleman.
J. T. Disney.
E. R. Fuller.
T. P. Giles.
W. J. Gilman.
Chas. P. Lee.
D. D. MacGregor.
A. J. Montague.
J. R. Perdue.
H. R. Pollard, Sr.
R. G. Rennolds.
Chas. E. Rochards.
W. F. Richardson.
F. M. Reade.
E. H. Gunst.
J. R. Grimes.
B. H. Grundy.
W. D. Butler.
W. P. Taylor.
H. M. Boykin.
J. H. Drake.
Jno. D. Potts.
Fritz Sitterding.
W. F. Wilson.
J. E. Phillips.
L. Z. Morris.
C. B. Cooke.
Frank B. Brown.
Jas. R. Gordon.
Julien H. Hill.

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Honorary Delegates—Continued:

Jno. M. Miller, Jr.
H. R. Pollard, Jr.
R. H. Smith.
Gordon Wallace.

City of Richmond:

W. H. Adams.
H. E. Atkinson.
A. W. Bennett.
John B. Bliley.
Frank L. Butler.
Samuel P Cowardin.
P. H. Donahoe.
Jno. F. Don Leavy.
W. J. Gilman.
John R. Grimes.
Barton H. Grundy.
Marx Gunst.
Graham B. Hobson.
Joseph M. Kain.
H. W. Melton.
John J. Mitchell.
James A. Moncure.
J. W. Moore
A. C. Nelson.
R. L. Patram.
J. R. Perdue.
Joseph E. Powers.
R. G. Rennolds.
Robert Whittet, Jr.
C. L. Batkins.
Geo. McD. Blake.
W. H. Boschen.
Barney Bowman.
W. B. Bradley.
L. R. Brown.
J. J. Burke.
W. D. Butler.
Geo. M. Cease.
E. H. Fergusson.
E. R. Fuller.
B. A. Gill.
T. Grad Haddon.
John Hirschberg.

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City of Richmond—Continued:

Julius A. Hobson.
Harry Huber.
C. C. Jones.
Geo. H. Lumsden.
John J. Lynch.
Clifton M. Miller.
Morgan R. Mills.
James H. Pinner.
H. R. Pollard, Jr.
G. K. Pollock.
Fred H. Powell.
Jefferson C. Powers.
John T. Powers.
Clyde H. Ratcliffe.
F. M. Reade.
C. E. Richards.
W. Fred Richardson.
Geo. W, Rogers.
Clarence A. Seaton.
John A. Selph.
W. E. Sullivan.
Jacob Umlauf.
A. L. Vonderlehr.
C. H. Wiltshire.
W. W. Workman
R. L. Peters.
Geo. Bryan.
M. A. Chambers
W. A. Crenshaw.
B. H. Ellington.
J. C. Freeman.
Frank D. Williams.
Henry W. Wood.

Individual Members:

S. T. Beveridge.....Richmond
James N. Boyd.....Richmond
Frank W. Brown.....Richmond
T. M. Carrington.....Richmond
Samuel Cohen Richmond
J. G. Corley.....Richmond
W. T. Dabney.....Richmond
R. A. Dunlop.....Richmond
First National Bank.....Richmond
John C. Freeman.....Richmond

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Individual Members—Continued:

O. H. Funston.....Richmond
Emanuel H. Gunst.....Richmond
S. H. Hawes.....Richmond
E. C. Laird.....Richmond
John S. Munce.....Richmond
L. Z. Morris.....Richmond
William T. Reed.....Richmond
Oliver J. Sands.....Richmond
E. A. Saunders, Jr.....Richmond
Alvin M. Smith.....Richmond
R. S. Tuck.....Richmond
F. D. Williams.....Richmond
Coleman Wortham.....Richmond
Henry W. Wood.....Richmond
R. L. Forrest.....Norfolk
Wm. H. Land.....Norfolk
C. H. Ferrell.....Norfolk
S. W. Pannill.....Norfolk
W. B. Baldwin.....Norfolk
Scott B. Appleby, Jr.....Norfolk
R. A. Wainwright.....Norfolk
Alfred Schreier.....Norfolk
Eugene Schreier.....Norfolk
J. W. Hough.....Norfolk
R. C. Marshall.....Portsmouth
C. S. Sherwood.....Portsmouth
E. S. Mahoney.....Portsmouth
J. Davis Reed.....Portsmouth
Leigh R. Watts.....Portsmouth
J. A. Willett.....Newport News
W. Lee Powell.....Newport News
W. B. Livezey.....Newport News
Capt. John G. Wallace.....Wallaceton
A. A. Wendel.....Wallaceton
Thomas B. Stockham.....Morrisville

NORTH CAROLINA.

STATE COMMISSIONERS (Appointed by the Governor).

C. N. Evans.....Wilmington
Eric Norden.....Wilmington
J. B. Mercer.....Wilmington
Meares Harriss.....Wilmington

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State Commissioners—Continued:

H. G. Smallbones.....Wilmington
D. McEachern Wilmington
J. A. Taylor.....Wilmington
W. E. Worth.....Wilmington
R. A. Parsley.....Wilmington
D. L. Gore.....Wilmington
W. H. Hooker.....Aurora
J. W. Mayo.....Aurora
W. A. Thompson.....Aurora
J. R. Boyd.....Aurora
R. L. M. Bonner.....Aurora
E. J. Britt.....Lumberton
J. A. Fore.....Charlotte
J. N. McCausland.....Charlotte
S. B. Tanner.....Charlotte
A. L. Smith.....Charlotte
Maj. E. J. Hale.....Fayetteville
J. B. Underwood.....Fayetteville
N. A Sinclair.....Fayetteville
H. L Godwin.....Dunn
O. L. Clark.....Clarkton
Josephus Daniels Raleigh
E. R. Conger.....Edenton
L. H. Burnett.....Wilmington
Washington Catlett Wilmington
W. B. Cooper.....Wilmington
C. C. Covington.....Wilmington
F. W. Dick.....Wilmington
G. T. Flynn.....Wilmington
F. M. Foy.....Wilmington
J. T. Foy.....Wilmington
R. G. Grady.....Wilmington
W. W. Koch.....Wilmington
Herbert McClammy Wilmington
David Ray Wilmington
Walter Smallbones Wilmington
Jos. D. Smith.....Wilmington
R. C. Cool.....Southport
W. L. Cohoon.....Elizabeth City
W. A. Foster.....Elizabeth City
J. Walter Williamson.....Wilmington
J. F. Roach.....Wilmington
W. H. Pyke.....Southport
Wm. St. George.....Southport
T. M. Thompson.....Southport

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State Commissioners—Continued:

W. A. Hildebrand.....Asheville
A. S. Dockery.....Rochingham
Thos. B. Whitted.....Charlotte
Vinton Liddell Charlotte
Chas. C. Laughlin.....Wilmington
S. A. Edmunds.....Lumberton
C. O. Kenster.....Charlotte
J. C. Clifford.....Dunn
C. K. Grantham.....Dunn
R. G. Taylor.....Dunn
E. F. Young.....Dunn
Chas. Ross Lillington
J. R. Baggett.....Lillington
Thos. H. Webb.....Duke
S. A. Jones.....Waynesville
J. A. Nichols.....Asheville
Geo. W. Hackney.....Asheville
W. W. Hooker.....Aurora
B. H. Thompson.....Aurora
G. G. Bonner.....Aurora
O. G. Midyette.....Aurora
E. M. Toon.....Whiteville
W. S. Britt.....Lumberton
A. T. Parmele.....Lumberton
Dr. S. Vestry Battle.....Asheville
Gen. Theo. F. Davidson.....Asheville
Peter Ruark Shallotte
R. W. McKeitham.....Supply
S. W. Smith.....Suburb
John W. Chapin.....Aurora
J. E. Hudnell.....Aurora
J. R. Barbour.....Aurora
Geo. D. Green.....Washington
Wade H. Harris.....Charlotte
Hon. John H. Small.....Washington
Hon. F. M. Simmons.....New Bern
Hon. Lee S. Overman.....Salisbury
M. L. John.....Laurenburg
A. W. McLean.....Lumberton
R. F. Beasley.....Monroe
Hon. Frank R. Hewitt.....Asheville
Col. H. K. White.....Southport
J. F. Foster Elizabeth City
D. E. Williams Elizabeth City
W. I. Halstead South Mills

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State Commissioners—Continued:

Charlie Norris South Mills
R. L. Forbes Belcross
M. W. Ferebee Belcross
J. E. Cook Indiantown
O. F. Cooper Wilmington
James H. Chadburn Wilmington
E. E. Britain Raleigh
C. K. Graham Dunn
C. E. Taylor, Jr. Wilmington
Iredell Mears Wilmington
B. H. Stephens Wilmington
Hon. J. Frank Ray Franklin
J. H. LeRoy Elizabeth City
W. J. Woodley Elizabeth City
C. H. Robinson Elizabeth City
J. Q. A. Wood Elizabeth City
L. M. Meekins Elizabeth City
J. B. Flora Elizabeth City
Wm. G. Underwood Hertford
E. M. Wooten Greenville
Alston Grimes Grimesland
W. E. Proctor Grimesland
W. C. Fausette Grimesland
J. W. Daily Washington
Dr. Joshua Taylor Washington
Dr. Wm. A. Blount Washington
M. A. Smith Washington
T. J. Harding Washington
Rev. M. T. Plyler Washington
E. T. Stewart Washington
E. L. Stewart Washington
J. D. Grimes Washington
W. D. Grimes Washington
Norwood Simmons Washington
A. D. McLean Washington
Harry McMillan Washington
H. C. Carter, Jr. Washington
H. C. Carter, Sr. Fairfield
Jos. F. Taylor Washington
B. L. Susman Washington
D. J. Whichard Greenville
H. A. White Greenville
S. S. Mann Swan Quarter
F. F. Spencer Fairfield
Stephen C. Bragaw Washington

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State Commissioners—Continued:

Geo. T. Leach Washington
A. M. Dunmay Washington
T. Harvey Meyers Washington
Chas. S. Dixon Aurora
J. J. Barrett Belhaven
J. A. Wilkinson Belhaven
Thos. W. Blount Roper
Clarence Latham Plymouth
T. H. Woodley Columbia
Frank Wood Edenton
Miles D. Brown Edenton
C. S. Vann Edenton
W. D. Pruden Edenton
Horton Corwin, Jr. Edenton
M. H. White Hertford
L. S. Blades Elizabeth City
E. F. Lamb Elizabeth City
J. Heywood Sawyer Elizabeth City
Theo. S. Meekins Manteo
W. J. Griffin Manteo
A. M. Simmons Currituck
W. L. Forbes Indiantown
N. Buckner Asheville
C. D. Bradham Newbern
J. B. Blades Newbern
J. T. Armstrong Rocky Point
W. A. Johnson Rocky Point
Geo. A. Hurst Jacksonville
R. P. Hinton Jacksonville
W. C. Allen Verona
Jno. F. Mills Marines
Hon. John M. Faison Faison
E. S. Smith Marines
Horace V. Grant Snead's Ferry
Owen F. Justice Snead's Ferry
B. J. Pollard Marines
L. O. Fonville Verona
R. A. Lockamy Jacksonville
James U. Cannady Sneads Ferry
T. J. Capps Sneads Ferry
S. A. Starling Hubert
D. J. Moore Swansboro
C. C. Brown Marines
W. J. Moore Swansboro
W. S. Swindell Swansboro

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State Commissioners—Continued:

L. M. Landin Verona
J. A. Cox Marines
L. H. Harrison Marines
L. H. Henderson Hubert
Dr. R. W. Ward Jacksonville
J. B. Fowle Washington
H. G. Stokes Stokes
W. A. Brown Greenville
S. W. Kennedy Windsor
Frank Powell Newbern
E. Y. Webb Shelby
R. N. Page Biscoe
E. W. Pou Smithfield
E. J. Land Oriental
J. M. Gudger, Jr. Asheville
R. L. Doughton Laurel Springs
C. M. Stedman Greensboro
Claude Kitchin Scotland Neck
Dr. Jno. G. Blount Washington
N. S. Cochran Matthews
A. J. Connor Rich Square
Paul Webb Morehead City
J. C. B. Ehringhaus Elizabeth City
Rodolph Duffy Catherine Lake
L. H. Cutler New Bern
B. B. Hurst New Bern
W. H. Henderson New Bern
D. E. Henderson New Bern
Lawrence Duffy New Bern
L. T. Gillette Maysville
Dr. Cyrus Thompson Jecksonville
Dr. W. J. Montford Swanboro
Dr. L. D. Bryan Sneads Ferry
C. W. Edgerton Kenly
W. S. Chadwick Beaufort
Chas. S. Wallace Morehead City
Harry Bryan Pollocksville
S. E. Overby Camden
E. B. Granger Elizabeth City
A. W. Stryon Washington
Col. W. F. Beasley Baltimore, Md.
W. B. Shepard Edenton
E. D. Pearsall Rocky Point
B. F. Moore Kenansville
E. B. Stevens Southport

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State Commissioners—Continued:

Dr. Albert Anderson.....Raleigh
Cary J. Hunter.....Raleigh
Dr. D. H. Hill.....Raleigh
John A. Mills.....Raleigh
Willis G. Briggs.....Raleigh
T. H. Pritchard.....Swansboro
C. S. Pittman.....Swansboro
J. H. Potter.....Beaufort
Ben May Beaufort
H. C. Jones.....Beaufort
N. W. Taylor.....Beaufort
J. F. Duncan.....Beaufort
Chas. R. Thomas.....New Bern

Ex-Officio: James H. Chadbourne, vice-president.
Frank Wood, delegate.

COMMERCIAL DELEGATES (Appointed by Commercial Bodies).

Wilmington—North Carolina Waterways Association:

Delegates same as State Commissioners and
J. Walter Williamson.....Wilmington
J. F. Roach.....Wilmington
N. S. Peele.....Williamston
F. U. Barnes.....Williamston
Asa T. Crawford.....Williamston
John D Biggs.....Williamston
J. G. Staton.....Williamston
John H. Small.....Washington
Seth Baugham Washington

Elizabeth City—Chamber of Commerce:

E. F. Lamb.
Dr. J. H. White.
D. M. Jones.
C. H. Robinson.
E. F. Ozdlett.
Wesley Foreman.
J. B. Flora.
C. E. Kramer.
J. P. Overman.
Com. W. Melick.
J. B. Leigh.

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Elizabeth City—Chamber of Commerce—Continued:

L. S. Blades.
A. L. Pendleton.
W. J. Woodley.
J. Q. A. Wood.
I. M. Meekins.
J. H. LeRoy.
O. G. McMullan.

Elizabeth City—Merchants' Association:

O. F. Gilbert.
W. S. White.
C. D. Gallop.
Mathias Owens.
F. M. Grice.
Louis Selig.

Beaufort—Chamber of Commerce:

C. L. Duncan.
W. A. Mace.
N. W. Taylor.
U. E. Swann.
H. C. Jones.
Thos. Thomas.
C. A. Clawson.
C. L. Abernethy.
C. D. Jones.
Thos. Duncan.
J. F. Duncan.

Washington, N. C.—Chamber of Commerce:

New Bern—Chamber of Commerce:

Individual Members:

W. H. Bray.....New Bern
W. B. Blades.....New Bern
J. V. Blades.....New Bern
E. H. Meadows.....New Bern
J. B. Blades.....New Bern
Collier Cobb Chapel Hill
Monroe Howell New Bern
G. T. Richardson.....New Bern
B. B. Hurst.....New Bern

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Individual Members—Continued:

J. A. Jones.....New Bern
George D. Dail.....New Bern
W. F. Aberly.....New Bern
W. J. Lucas.....New Bern
Jesse Claypool New Bern
J. A. Meadows.....New Bern
L. I. Moore.....New Bern
Z. V. Barrington.....New Bern
Francis Duffy New Bern
Charles H. Hall.....New Bern
John Dunn New Bern
E. B. Hackburn.....New Bern
J. J. Tolson.....New Bern
W. F. Crockett.....New Bern
A. H. Bangert.....New Bern
T. A. Uzzell.....New Bern
E. K. Bishop.....New Bern
R. N. Duffy.....New Bern
J. S. Basnight.....New Bern
C. W. Munger.....New Bern
F. M. Chadwick.....New Bern
L. H. Cutler, Sr.....New Bern
Isaac Cohen New Bern
M. De W. Stevenson.....New Bern
A. F. Bunting.....New Bern
D. F. Jarvis.....New Bern
T. H. Shepard.....Edenton
Frank Wood Edenton
M. G. Brown.....Edenton
James H. Holmes.....Edenton
John C. Bond.....Edenton
Elizabeth Baker Edenton
W. D. Pruden.....Edenton
John G. Wood.....Edenton
H. G. Wood.....Edenton
James Woodward Edenton
Horton Corwin Edenton
W. B. Shepard.....Edenton
C. S. Vann.....Edenton
P. J. Delamar.....Oriental
A. W Haskins.....Oriental
A. H. Stephens.....Oriental
L. T. Smallwood.....Oriental
James H. Chadbourne.....Wilmington

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Individual Members—Continued:

George T. Leach.....Washington
S. A. Woodward.....Wilson
James E. Woodward.....Wilson
T. W. Tilghman.....Wilson
T. C. Tilghman.....Wilson
Tony Oettinger Wilson
J. H. LeRoy.....Elizabeth City
Dr. L. S. Blades.....Elizabeth City
J. B. Lee.....Arapahoe
J. W. Rawle.....Arapahoe
John M. Faison.....Faison
R. L. Woodward.....Pamlico
W. L. Arendell.....Morehead City
S. S. Mann.....Swanquarter
Chas. O. Haines.....Raleigh
Wm. Hayes Kingston
Dr. J. A. Mann.....Fairfield
J. K. Hoyt.....Washington
E. K. Willis.....Washington
C. M. Little.....Washington
F. J. Berry.....Washington
E. R. Nixon.....Washington
Capt. S. W. Styron.....Washington
George Hacking, Jr.....Washington
Harris Hardware Co.....Washington
D. T. Taylor.....Washington
H. B. Mayo.....Washington
A. J. Cox.....Washington
Wm. Bragaw & Co.....Washington
H. M. Jenkins.....Washington
John W. Oden.....Washington
J. Havens Washington
Walter Cridle Washington
C. H. Sterling.....Washington
A. M. Dumay.....Washington
A. B. Croom, Jr.....Burgaw
J. A. Mason.....Fairfield
John J. Barrett.....Belhaven
C. L. Ives.....New Bern
L. F. McCabe.....Oriental

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SOUTH CAROLINA.

STATE COMMISSIONERS (Appointed by the Governor).

John P. Graec.....Charleston
Thomas Martin Bluffton
Prof. E. Horton Colcock Columbia

Ex-Officio: R. G. Rhett, vice-president.
W. D. Morgan, delegate.

COMMERCIAL DELEGATES (Appointed by Commercial Bodies).

Georgetown—Georgetown (S. C.) Chamber of Commerce:
Joseph Schenk.
H. B. Springs.

Firms and Corporations:
Georgetown Grocery Co.....Georgetown
L. S. Ehrich.

Individual Members:
C. B. Jenkins.....Charleston
Edward W. Hughes.....Charleston
A. W. Litschgi.....Charleston
R. H. Jennings.....Columbia
Samuel Dibble Orangeburg

GEORGIA.

STATE COMMISSIONERS (Appointed by the Governor).

Ex-Officio: Pleasant A. Stovall, vice-president.....Savannah
Joseph F. Gray, delegate.....Savannah

Savannah—Savannah Chamber of Commerce:
Pleasant A. Stovall.....Savannah
J. F. Gray.....Savannah

Savannah—Savannah Dredging Co.:

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Individual Members:

J. A. G. Carson.....Savannah
Harvey Granger Savannah
J. W. Motte.....Savannah
S. P. Shotter.....Savannah
H. D. Stevens.....Savannah
STATE COMMISSIONERS (Appointed by the Governor).
Hon. Bowdre Phinizy Augusta
Hon. Pleasant A. Stovall.....Savannah
Hon. C. H. Levy.....Brunswick

Savannah—Savannah Cotton Exchange:

Hon. Pleasant A. Stovall.

FLORIDA.

STATE COMMISSIONERS (Appointed by the Governor).

Ex-Officio: George F. Miles, vice-president.....St. Augustine
Charles M. Cooper, delegate.....St. Augustine

Jacksonville—Board of Trade:

W. A. Bours.

Daytona—Halifax River Yacht Club:

Apalachicola—Mississippi to Atlantic Inland Waterway Association:

S. W. Bolles.....Atlanta, Ga.
Hon. John H. Small.....Washington, N. C.
J. B. Pocund.....Chattanooga, Tenn.
E. L. Quarles.....Petersburg, Va.

Individual Members:

F. R. Allen.....St. Augustine
A. W. Corbett.....St. Augustine
G. W. Corbett.....St. Augustine
George W. Gibbs.....St. Augustine
George G. Gleason.....St. Augustine
George F. Miles.....St. Augustine
W. H. H. Gleason.....Eau Gallie
G. F. Paddison.....Eau Gallie
William Disston Palm Beach
C. C. Chillingworth.....West Palm Beach

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LOUISIANA.

W. O. Hart.....New Orleans

DISTRICT OF COLUMBIA.

Mordecai T. Endicott.....Washington

ILLINOIS.

Albert H. Scherzer.....Chicago

WASHINGTON.

Edward B. Mellen.....Seattle
R. J. Maclean.....Spokane

DOMINION OF CANADA.

John Alexander Culverwell.....Port Hope, Ontario, Canada

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OFFICIAL PROGRAM

FOURTH ANNUAL CONVENTION

ATLANTIC DEEPER WATERWAYS ASSOCIATION

RICHMOND, VIRGINIA, OCTOBER 17, 18, 19 AND 20, 1911

Headquarters, Jefferson Hotel

TUESDAY, OCTOBER SEVENTEENTH.

Such delegates from Northern and Southern States as proceed via Old Point Comfort will be received Tuesday morning, October 17th, at Fort Monroe, where an infantry parade and artillery target practice will take place under the direction of Col. F. S. Strong, Commandant, beginning at eleven o'clock. If the Atlantic Squadron has not departed from Hampton Roads, an appropriate naval display may be expected. A Richmond committee will meet the delegates at Old Point, and proceed with those who go by way of Williamsburgh to that famous colonial city for a tour of inspection, en route to Richmond. The evening in Richmond will be devoted to an informal reception by the Richmond Chamber of Commerce at the headquarters hotel—the Jefferson—from 8.30 to 10 o'clock. An address of welcome on behalf of the Chamber will be delivered by

HON. T. M. CARRINGTON,

First Vice-President and Chairman of the General Entertainment Committee, and will be responded to by the

HON. JOSEPH A. GOULDEN,

Former Congressman of New York.

Music.

Short addresses by distinguished guests.

FIRST DAY, WEDNESDAY, OCTOBER EIGHTEENTH.

Convention Hall, Jefferson Hotel.

MORNING SESSION.

10.30 A. M.—Opening of Convention.

(a) Call to order.

(b) Invocation by the Rev. Dr. Frank T. McFaden, pastor First Presbyterian Church, Richmond, Va.

(c) Address of Welcome by Hon. D. C. Richardson, Mayor of Richmond, Va.

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(d) Response to Richmond Welcome by Mr. Frank Fessenden Crane, President Harbor Board, Quincy, Mass.
(e) Address of Welcome by Hon. Wm. Hodges Mann, Governor of Virginia.
(f) Response to Virginia Welcome by Col. Pleasant A. Stovall, Editor *The Press,* Savannah, Ga.
(g) Annual Address of Hon. J. Hampton Moore, M. C., Pennsylvania, President Atlantic Deeper Waterways Association.
(h) Report of Mr. Addison B. Burk, Secretary-Treasurer.
(i) Appointment of Committees:
1. Credentials.
2. Ways and Means.
3. Time and Place of Next Convention.
4. Resolutions.
(j) Letters and Reports showing Progress of the Atlantic Coastal Project.
(k) Recess.

AFTERNOON SESSION.

Presiding Officer,

MR. GEORGE E. BARTOL, President The Bourse, Philadelphia.

2.30 P. M.

(a) "Norfolk as a Waterways Centre." Hon. James G. Riddick, Mayor of Norfolk.
(b) "Baltimore's Interest in Waterways Development North and South." Hon. James H. Preston, Mayor of Baltimore.
(c) "New Jersey's Step Forward." Hon. Frederick W. Donnelly, Mayor of Trenton, N. J.
(d) "The American Metropolis—Its Waterway Approaches." Hon. William J. Gaynor, Mayor of New York.
(e) Influence of the Port of New York on Transportation in North America." Hon. Calvin Tomkins, Dock Commissioner, New York City.
(f) "Terminal Questions Affecting the Intra-Coastal Waterway." Hon. John H. Small, M. C., North Carolina.
(g) Greetings from Waterways Associations.
(h) Recess.

EVENING SESSION.

Presiding Officer,

HON. J. CHARLES LINTHICUM, M. C., Maryland.

7.30 P. M.

(a) Illustrated Address (lantern slide.) "The Coastal Project, with observations on old-time American Canals and Influence of Railroads Thereon." Mr. Wilfred H. Schoff, secretary, Commercial Museums, Philadelphia.

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8.15 P. M.

(b) "Docks and Waterway Facilities in Foreign Countries." (Illustrated by lantern slides.) Hon. Frederick L. Ford, former City Engineer, Hartford, Conn.

9.00 P. M.

(c) Social Session, under the direction of Polk Miller, to include the Virginia Reel and typical darky specialties.

(d) Recess.

SECOND DAY, THURSDAY, OCTOBER NINETEENTH.

MORNING SESSION.

Presiding Officer,

HON. WILLIAM H. HEALD, M. C., Delaware.

10.00 A. M.

(a) Invocation. Rev. Dr. George White McDaniel, pastor First Baptist Church, Richmond, Va.

(b) "Through North Carolina Sounds to the Atlantic—A Completed Link." Mr. M. K. King, of Virginia, President of the Lake Drummond Canal and Water Company.

(c) "Philadelphia—An Inland Port." Mr. E. J. Cattell, Representing Mayor Reyburn.

(d) "Progress of Work on the Cape Cod Canal." Capt. J. W. Miller, Vice-President Cape Cod Construction Co., New York.

(e) "The Chicago Drainage Canal—A Contrast." Mr. Isham Randolph, Chief Engineer Sanitary Commission, Chicago, Ill.

(f) Addresses by visiting Governors and Congressmen.

(g) Five-Minute Addresses on Roll-call of States.

(h) Recess.

AFTERNOON SESSION.

Presiding Officer,

HON. ANTHONY HIGGINS, ExUnited States Senator, Delaware.

2.30 P. M.

(a) "Good Roads to Good Waterways." Hon. Logan W. Page, Director Bureau of Public Roads, Department of Agriculture, Washington, D. C.

(b) "Population and Commerce of the Thirteen Original States." Hon. E. Dana Durand, Director United States Census, Washington, D. C.

(c)) Introduction of Distinguished Guests and continuance of Roll-call by States (under five-minute rule) if necessary.

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(d) Reports of Committees:
1. Auditing.
2. Ways and Means.
3. Time and Place.
4. Resolutions.

(e) Election of Officers.

(f) Recess.

EVENING SESSION.

Presiding Officer,

HON. JOHN LAMB, M. C., Virginia.

8.00 P. M.

(a) Announcements.

(b) "Port of Richmond—Canals and Waterways of the Old Dominion State." Mr. John C. Freeman, Virginia, Director National Rivers and Harbors Congress.

(c) "Waterways to the North Pole." (Illustrated.) Rear Admiral Robert E. Peary, United States Navy.

(d) Adjournment.

THIRD DAY, FRIDAY, OCTOBER TWENTIETH.

At 8.30 A. M. the Old Dominion line steamer "Pocohontas," and possibly another, will leave the city pier, Richmond, for an all-day run down the historic James river. This will afford the visitors an opportunity of inspecting the government improvements on the James, and of recalling the storied romance, herosim and self-sacrifice that runs from the time of Captain John Smith's early efforts at settlement down to and following the thrilling incidents of the Civil War. A stop will be made at Jamestown Island, and many of the battlefields of the great American conflict will be pointed out. The excursion will continue to Hampton Roads and Old Point Comfort, where those who intend to return may take their trains for Richmond. Guests should breakfast before taking the steamer. Luncheon will be served on board by the Richmond Committee.

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RICHMOND COMMITTEES ATLANTIC DEEPER WATERWAYS ASSOCIATION.

General Arrangements.

T. M. Carrington, *Chairman*

C. E. Borden
J. G. Corley
J. C. Freeman
Julius A. Hobson
E. C. Laird
J. J. Lynch
R. L. Peters
D. C. Richardson
Geo. W. Rogers
Robert Whittet, Jr.
Henry W. Wood
Wm. T. Dabney

Afternoon Entertainment.

Coleman Worthan, *Chairman.*

J. L. Antrim
W. M. Habliston
R. H. Harwood
O. J. Sands
Geo. W. Warren
J. W. Young
H. L. Cabell

Evening Entertainment.

Alvin M. Smith, *Chairman*

Henry S. Hotchkiss
Jno. C. Hagan
J. Scott Parrish
Jno. S. Pinder
Polk Miller

River Trip.

W. T. Redd, *Chairman*

W. A. Clarke, Jr.
A. T. Arrington
Samuel Cohen
A. Royall
Jno. L. Wingo
Fred. H. Powell
W. L. Gordon
W. B. Boraddus
H. L. Harwood

Entertainment of Ladies.

Christian H. Clarke, *Chairman*

Julien Binford
M. A. Chambers
H. W. Jackson
Jas. W. Sharpe
Jno. M. Taylor

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RECEPTION AND ENTERTAINMENT OF STATE OFFICIALS.

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Lt.-Gov. J. Taylor Ellyson, *Chairman*

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Louis B. Hatke
J. C. Campbell
E. A. Saunders
N. D. Sills
Jas. N. Boyd
H. L. Campbell
C. L. Christian
B. O. James
E. G. Leigh, Jr.
L. Z. Morris
Ben. P. Owen
S. W. Travers
S. F. Hawes
F. D. Williams
F. E. Nolting

INFORMATION REGARDING RIVER AND HARBOR.

Jno. C. Freeman, *Chairman*

C. L. Batkins
B. H. Ellington
J. B. Bliley
Chas. E. Bolling
C. P. E. Burgwyn
C. C. Jones
Jas. A. Moncure
Warner Moore
S. T. Korgan
J. F. Powers
Jno. B. Purcell
S. H. Yonge
Morgan R. Mills
Jno. A. Curtis

PRESS.

Jno. Stewart Bryan, *Chairman*

A. R. Holderby, Jr.
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Geo. W. Rogers
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SOUVENIR BOOKLETS.

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Jno. Stewart Bryan
J. A. C. Chandler
G. S. Crenshaw
Jas. D. Crump
J. L. Hill
W. S. Rhoads
R. A. Dunlop

PUBLICITY AND INFORMATION.

O. H. Funsten, *Chairman*

H. S. Binswanger
M. E. Marcuse
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Louis Werner
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H. W. Wood, *Chairman*

G. Wayne Anderson
E. A. Catlin
S. D. Crenshaw
T. A. Miller
W. A. Moncure
John Murphy
J. F. Rylane
Jno. S. Munce
P. H. Donahoe

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Mayor D. C. Richardson, *Chairman*

W. Meade Addison
S. J. Allen
S. T. Beveridge
Julian M. Boissieux
W. B. Bradley
F. L. Butler
C. D. Coleman
J. T. Disney
E. R. Fuller
T. P. Giles
W. J. Gilman
Chas. P. Lee
D. D. MacGregor
A. J. Montague
J. R. Perdue
H. R. Pollard, Sr.
R. G. Rennolds
Chas. E. Rochards
W. F. Richardson
F. M. Reade
E. H. Gunst
J. R. Grimes
B. H. Grundy
W. D. Butler

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W. P. Taylor, *Chairman*

H. M. Boykin
J. H. Drake
Jno. D. Potts
Fritz Sitterding
W. F. Wilson
J. E. Phillips

WAYS AND MEANS

L. Z. Morris, *Chairman*

C. B. Cooke
Frank B. Brown
Jas. R. Gordon
Julien H. Hill
Jno. M. Miller, Jr.
H. R. Pollard, Jr.
R. H. Smith
Gordon Wallace

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Geo. F. Sproule, *Secretary* Joseph F. Hasskarl, *Treasurer*

TRANSPORTATION.

Herbert F. Stetser, *Chairman*

Geo. F. Sproule, *Secretary*

Wm. E. Bernard	Wilfred H. Schoff
Geo. D. VanSciver	Jos. F. Hasskarl
Horace G. Reeder	Addison B. Burk
Chas. Elmer Smith	Emil P. Albrecht
E. W. Drinker	Eugene W. Fry
Fred W. Donnelly	Thomas Devlin
Wm. C. Sproul	Wm. T. Budd
J. K. Waddington	Thos G. Boggs
Chas. E. Reid	H. B. VanSciver
Jno. R. Sherwood	H. H. H. Poole

ENTERTAINMENT.

Elisha Webb, Jr., *Chairman*

Chas. P. Lawrence	Morrison D. Wood
A. F. Brown	Chas. W. Young
Samuel E. Perry	Chas. W. Neeld
Frank D. LaLanne	Chas. W. Summerfield
L. B. Shaw	Joseph R. Grundy
Samuel F. Scattergood	N. B. Kelly
Howell S. England	C. Taylor Rue
Howard J. Saeger	Durell Shuster
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FINANCE.

Chas. Elmer Smith, *Chairman*

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Wm. E. Bernard	Elisha Webb, Jr.
Horace G. Reeder	Addison B. Burk

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LETTERS AND TELEGRAMS.

FROM HON. C. V. FORNES.

NEW YORK, October 17, 1911.

Hon. J. Goulden,
Jefferson Hotel,
Richmond, Va.

MY DEAR MR. GOULDEN:—I was in hopes up to the last moment that I would be able to join you and attend the Atlantic Deeper Waterways Association Convention. I was particularly anxious to take part, because the result which the convention has been and is striving to gain is worthy of the best efforts of every citizen who understands the great necessity of our country in keeping abreast with the commercial business of the world. The keen competition existing and which will become more intense, because every nation will endeavor to obtain a wider latitude for its trade, creates the necessity of establishing routes where commerce will find its most economic way. Safety is an important factor now in the course of transportation, and hence the interest in inland waterways of manufacturers and merchants entering the markets of the world. It is my earnest wish that the work of the convention will bear good and lasting results, and that the nation will understand the benefits to be gained by the building of the Atlantic Deeper Waterways.

C. V. FORNES.

FROM THE NATIONAL BOARD OF TRADE.

PHILADELPHIA, PA., October 16, 1911.

Hon. J. Hampton Moore,
President Atlantic Deeper Waterways Association,
Jefferson Hotel, Richmond, Va.

MY DEAR MR. PRESIDENT:—It is with the extremest regret that I am forced to be absent from the important convention to take place October 17 to 20 in Richmond. Only the most important affairs prevent me being with you. The prospect of navigable inland waterways connecting Maine to the Gulf of Mexico, for the protection of our commerce, and the prompt and safe transportation of our merchandise from the mill to the farm and from the farm to the mill, is the most important project before the country to-day.

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It is the history of all times that those countries with the greatest number of miles of navigable waterways, where the transportation problem is worked out in the very cheapest and safest way, are the countries that are the most prosperous.

The Atlantic Deeper Waterways Association, by its indomitable work, has now a vast enthusiastic constituency, recognizing how important the work it is doing is, all willing to lend a helping hand. Your great organization has pointed out in no uncertain terms the enormous importance of the Atlantic States with their 35 millions of inhabitants, their enormous manufacturing centers and great cities with their commerce, and the rich and fertile lands, whose products are all tributary to the commerce of the country. So that we all feel when the connecting links are completed and the vast system proposed by the Atlantic Deeper Waterways is one harmonious unit, that the country will consider that your organization has been for transportation the most important of the century.

Your busy days in the convention at Richmond will make a strong impression upon the whole country, and give a renewed impetus to the grand work of the Atlantic Deeper Waterways Association.

Yours very truly,

FRANK D. LA LANNE,
President.

GREETINGS FROM NEW HAMPSHIRE.

PORTSMOUTH, N. H., October 11, 1911.

Hon. J. Hampton Moore,
President of the Atlantic Deeper Waterways Association,
Portsmouth, N. H.

MY DEAR PRESIDENT:—I am pleased to report to you that there is being expended in waterway development during this year in New Hampshire nearly one hundred and five thousand dollars in deepening Pepperrell Cove and Exeter River. Both of these waterways will be part of the Atlantic coast canal when it extends to Maine. Nature has made a canal across the southern part of New Hampshire a few miles inland from the sea, by using Great Bay and Exeter River, and needs only a cut of nine miles to the Merrimac River to complete the canal across the States; and with a canal only twenty-six miles long would connect Boston with the Atlantic coast canal. Or, a canal of 35 miles long would connect northeastern Massachusetts, Lawrence, Lowell and Haverill and New Hampshire with the Atlantic coast canal.

I have recently had correspondence with Mayor Fitzgerald, of Boston, and Governor Foss, of Massachusetts, relative to extending the

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canal to Maine, and I find these gentlemen are deeply interested in the subject.

New Hampshire has good reasons to be interested in extending the Atlantic coast to her industries. She turns raw material to finished products and sends it to the markets of the world to more than $175,000,000 a year, of which $50,000,000 are cotton goods, $35,000,000 in boots and $15,000,000 in paper and pulp, $6,000,000 in woolen goods, $13,000,000 in lumber, and $16,000,000 each, in farm and dairy products. Our world-famed granite is inexhaustible, and we get $10,000,000 from our summer boarders. Although our Merrimac runs more mill machinery than any river in the world, we have scarcely begun to use our water power, which is capable of running all of our industries and provide transportation and heat and light as well.

Economy of transportation, which is another name for waterway improvement underlies all the industrial activities of New Hampshire. The Atlantic coast canal will give us economy of transportation from the South, and with the connecting waterways from the Middle West, and for this reason we are deeply interested in the completion of the Atlantic coast canal from Maine to Florida and beyond to the Rio Grande.

Very truly,

(Signed) O. L. FRISBEE,

Vice-President for New Hampshire.

P. S.—The $105,000 spent in New Hampshire this year is more money than has been spent in New Hampshire on waterways for the last one hundred years.

(Signed) O. L. F.

FROM WILLIAM W. HULSE OF NEW YORK.

GRANT, NEW YORK, October 14, 1911.

Hon. J. Hampton Moore, President, Officers and Members of the Atlantic Deeper Waterways Association in Convention at Richmond.

DEAR FRIENDS:—I have anticipated with much pleasure being at the convention this year, having been deprived of the opportunity of meeting with you at Providence by a serious illness from which I have not yet fully recovered. I am in the Adirondack region hoping that the mountain air may prove beneficial. Finding myself unable to be with you I am writing to say that in all my long illness I have never forgotten you nor the great work in which you are engaged—an enterprise larger and fraught with more interests to mankind than any of us can fully grasp.

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I thank high Heaven that there is an heroic band of the American people who are fully awake to this grand work. Look at some of your leaders; look at your president, ably backed by my good friend, Small, veritable giants in this cause of humanity and of national growth and prosperity! How these men stand up in the public forum and deliver sledge hammer blows to a Congress that seems to be in a worse than Van Winkle sleep. The arguments calling for safe waterways along the Atlantic coast are quite unanswerable. But be not discouraged. The gigantic work begun in Philadelphia in 1907 is bearing fruitage already, and it will never cease until men can go in vessels from Texas to Maine upon a sure and safe inland waterway. I ask that you look upon the long time spent by the last Congress in working on the Canadian Reciprocity Treaty, which—even if it could have been successful —would have been of little value to our people compared with the magnificent work of our association, which will largely benefit all of our citizens and millions of others.

Sincerely yours,

WILLIAM W. HULSE.

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CONSTITUTIONS, BY-LAWS AND RULES

GOVERNING

THE ATLANTIC DEEPER WATERWAYS ASSOCIATION

AS AMENDED AT THE PROVIDENCE CONVENTION, SEPT. 2, 1910.

ARTICLE I.

Name.

This organization shall be known as the "Atlantic Deeper Waterways Association."

ARTICLE II.

Objects.

a. The objects of this Association shall be the collection, preparation and presentation to the Congress of the United States of Statistics and other information bearing upon the question of the improvement or construction of inland waterways and of the improvement of the rivers and harbors which would form an integral part of such a line of waterways from Massachusetts Bay to the Gulf of Mexico.

b. To secure from the Congress appropriations, for surveys and work, for the systematic improvement of such rivers and harbors and the improvement or construction of inland or interior lines of waterways communicating with the rivers, harbors, bays or sounds, to the end that eventually there shall be an efficient system of waterways permitting the free movement of traffic by water between the various States from Maine to the Gulf.

ARTICLE III.

Membership.

The membership of this Association shall consist of commercial, manufacturing and kindred organizations, district

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waterway improvement associations, municipal and other corporations, companies and individual citizens who may subscribe to this constitution and contribute to the support and prosecution of the objects of the Association.

ARTICLE IV.

Officers.

a. The officers of the Association shall be a president, one vice-president from each State, and one delegate-at-large from each State having membership in the organization, who shall form the General Board of Directors of the Association; a secretary and treasurer. The offices of secretary and treasurer may be filled by the same person, who shall furnish a bond in such sum as shall be satisfactory to the General Board. The officers shall be elected at the annual meetings of the Association. They shall hold office until their successors are chosen.

b. The vice-presidents and delegates-at-large from the several States shall be nominated by the members of the Association resident within the respective States.

ARTICLE V.

Duties of the General Board.

a. The General Board of Directors shall designate the place where the general offices of the Association shall be located; shall keep the records of the Association and conduct its correspondence; fix salaries of officers and employes; order the disbursement of the funds of the Association in such manner and for such purposes as the interests of the Association may require; arrange for meetings of the Association and in general exercise all the powers usual and customary for a board of directors to exercise in the interim between meetings of the Association; its title shall be "The General Board of Directors of the Atlantic Deeper Waterways Association."

b. The General Board shall have authority to delegate to general or special committees such of its powers as it may by general or special resolution stipulate.

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c. The General Board or its proper committee or committees may appear before the President of the United States, the Committees of the Congress of the United States, or the Board of United States Engineers or the United States Engineer in Charge, in advocacy of any waterway improvement approved by the General Board or by the Association, without prejudice, however, to the right of any member of the Association or any local waterway Association, to advocate any local improvement of interest to such member or members.

d. The General Board shall request the Governors of the several States to appoint three commissioners, who shall furnish to the General Board such information and statistics relative to their respective States as may assist in the prosecution of the general work of the Association; and such commissioners shall be honorary members of the Association during office.

ARTICLE VI.

Meetings.

The fiscal year of the Association shall end August 31st of each year. For the year 1910-11, it shall run from the end of the present fiscal year, November 19, 1910, to August 31, 1911, the dues remaining unchanged, and thereafter shall run from September 1st of one year to August 31st of the following year.

The Association shall meet annually or biennially in convention at such date following August 31st, and at such place as may be designated by the convention or by the General Board, if the convention shall have failed to act in the matter.

ARTICLE VII.

Miscellaneous.

The General Board shall have the power to fill vacancies occurring by resignation or otherwise in the office of president or in the number of the vice-presidents or of the delegates-at-large, and shall also have power to appoint such person or persons as may be necessary to properly carry forward and prosecute the work of the Association.

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All meetings of the General Board shall be by call of the president, countersigned by the secretary.

The sense of the General Board on a stated question may be taken by mail vote.

ARTICLE VIII.

Quorum.

A quorum of the General Board shall consist of seven members present in person at a meeting held in pursuance to a call regularly issued by the president; each member present shall be entitled to one vote.

ARTICLE IX.

Dues.

Individual	$ 5	per	Annum
Firms or corporations	10	"	"
Organizations of 250 and less	15	"	"
" " over 250 and less than 500	20	"	"
" " over 500 and less than 1,000	40	"	"
" " 1,000 and more	75	"	"
Waterway associations	75	"	"
Municipalities of 5,000 or less	50	"	"
Municipalities of over 5,000	100	"	"

ARTICLE X.

Votes.

At the annual meetings of the Association members may vote in person or by proxy (of a form to be approved by the General Board), and shall be entitled to cast one vote for each $5.00 of annual dues paid in the then current year.

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INDEX.

A PAGE

Artillery School, Fort Monroe. 11
Ayers, Steven B..... 28
Annual Address of President. 63
Address, Annual, of President 63
Albrecht, Emil P.,
85, 86, 181, 233, 239
Afternoon Session, First Day.. 89
Afternoon Session, Second Day.187
Auditing Committee 86, 214
Anderson, Wm. T..... 88
American Metropolis, The; Its
Water Approaches 109
Appendix 273

B

Burk, Addison B.,
7, 81, 83, 84, 187, 221
Burton, Hiram R.....29, 85, 221
Bours, William A.....225
Bernard, William E..... 85
Bixby, Gen. W. H..... 87
Bartol, George E.,
89, 93, 105, 108, 116, 121
Baltimore's Interest in Water-
way Development, North and
South 93
Blades, James B.....227

C

Convention City, The..... 14
Carrington, T. M.....20, 138
Crane, Frank Fessenden...48, 219
Cattell, E. J.....156
Cape Cod Canal, Progress of..167
Chicago Drainage Canal, a
Contrast 173
Credentials Committee, Report
of 181
Committee on Credentials.....181
Committee Reports,
181, 187, 192, 214
Committee on Resolutions....192
Committee to Wait on Presi-
dent 197
Carroll, Dr. David H.....235
Committees 86
Credentials 86
Committee Appointments 127

D

Douglas, E. W.....34, 142
Durand, Hon. E. Dana.....204
Dickson, Harvey M.....196, 214
Donnelly, Frederick W....106, 215
Delegates, List of.....246

E PAGE

Ellyson, J. Taylor..... 27
Executive Committee's Report.187
Evening Session, First Day...129
Evening Session, Second Day.241
Election of Officers.....221
Entertainment of Delegates...261
Entertainment of the Ladies..261

F

First Day, Morning Session... 41
First Day, Afternoon Session. 89
First Day, Evening Session...129
Ford, Hon. Frederick.....138
Fitzgerald, Mayor.....143
Finley, W. W.....149
Freeman, J. C.....251

G

Getting Together at Old Point
Comfort 9
Gun Practice 12
Goulden, Hon. Joseph A.,
24, 63, 192, 221
Gaynor, Hon. William J.....109
Going Down the James River.266

H

Higgins, Hon. Anthony,
189, 197, 219, 220, 227
Howe, Hon. Frank E.....243
Heald, Hon. William H.,
30, 150, 151, 156, 167, 173, 182, 185

I

Introductory 5
Informal Reception 19
Invocation, First Day..... 41
Influence of the Port of New
York on Transportation in
North America 116
Illustrated Talks 134, 138

J

Justice, Theodore..... 86
James River Trip.....266

K

King, M. K.....152

L

Lamb, Hon. John.....36, 248, 258
Linthicum, Hon. J. C..129, 134, 138
Linthicum, Mrs. J. C.....246

M

Mann, Hon. Wm. Hodges...11, 52

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PAGE

Moore, Hon. J. Hampton, 19, 23, 26, 28, 29, 30, 31, 33, 34, 36, 37, 38, 40, 41, 42, 48, 52, 59, 63, 89, 129, 141, 142, 143, 144, 145, 146, 147, 148, 149, 180, 187, 189, 221, 241, 243, 247
Morris, L. Z. 33
Mahan, B. F. 38, 220
Morning Session, First Day ... 41
Morning Session, Second Day. 141
McFaden, Rev. F. T. 41
Miller, Commodore J. W. 167
Members of Association (Number) 217
Members of Association (Voting Power) 217
Mullen, William D., Jr. 236
Miller, Polk. 139
Mead, J. A. 146
McDaniel, Dr. George W. 150

N

Nominating Committee. 182
Number of Members. 217
Norfolk as a Waterway Centre 92
New Jersey's Interest in Waterways 106

O

Officers Elected. 221

P

President's Annual Address... 63
Philadelphia—an Inland Port.. 156
Progress of the Cape Cod Canal 167
Page, Logan Waller. 198
Population, Industries and Commerce of the Thirteen Original States. 204
Providence Subscriptions. 216
Perry, Samuel E. 234
Preston, James H. 93
Port of Richmond, The. 251
Peary, Rear Admiral Robert E. 259

R

Reid, Charles E. 11, 85, 214
Richmond 14
Richmond's Growth. 16
Reception, Informal. 19
Richardson, D. C. 39, 43
Responses to Welcoming Addresses 48, 59
Randolph, Isham. 173
Report of Executive Committee 187
Resolutions Committee.... 128, 192

PAGE

Resolutions 85, 86, 192, 196, 197
Relation of Highways to Waterways 198
Reports of Committees, 187, 214, 215, 219
Resolutions Adopted, 192, 215, 219, 239, 246
Richmond Subscriptions. 218
Riddick, James G. 92, 219
Reyburn, John E. 144
Roosevelt, Theodore. 145
Richmond, The Port of. 251

S

Strong, Col. F. S. 10
Small, Hon. John H. 31, 121
Stovall, Pleasant A. 59, 237
Second Day, Morning Session.. 141
Second Day, Afternoon Session. 187
Second Day, Evening Session.. 241
Subscriptions Made at Providence 216
Subscriptions Made at Richmond 218
Schreier, Alfred. 229
Skinner, A. Homer. 244
Secretary's Report. 81
Schoff, Wilfred H. 134
Sherwood, David F. 141
Swanson, Hon. Claude A. 144
Smith, Mrs. Ella Sparks. 261

T

Thanks, Resolutions of.... 239, 246
Treasurer's Report. 84
Time and Place. 86, 128
Tomkins, Hon. Calvin. 116
Terminal Questions Affecting the Intra-Coastal Waterway 121
Through North Carolina Sounds to the Atlantic. 152
Trip of the Trojans. 263

U

Underwood, Hon. O. W. 147

V

Voting Power of Members... 217
Vice-Presidents, List of. 245

W

Welcoming Addresses. 43, 52
Wells, James L. 182, 196, 239
Ways and Means Committee Report 215
Warner, E. H. 85, 227
Ways and Means. 86
Ways and Means Committee.. 127
Wilson, Woodrow. 147

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Atlantic Deeper Waterways Association

Crozer Building, Philadelphia

GENERAL BOARD OF DIRECTORS.

President.

J. HAMPTON MOORE Pennsylvania

Vice-Presidents.

CHARLES M. STEWART Maine
FREDERICK H. BABBITT Vermont
O. L. FRISBEE New Hampshire
A. HOMER SKINNER Massachusetts
LYONS DELANY Rhode Island
EDWARD H. WARNER Connecticut
JOSEPH A. GOULDEN New York
FREDERICK W. DONNELLY New Jersey
CHARLES HEBER CLARK Pennsylvania
HIRAM R. BURTON Delaware
JOSEPH C. WHITNEY Maryland
HARVEY M. DICKSON Virginia
D. M. JONES North Carolina
W. D. MORGAN South Carolina
PLEASANT A. STOVALL Georgia
GEORGE F. MILES Florida

Delegates.

FRANK E. HOWE Vermont
FRANK FESSENDEN CRANE Massachusetts
FRED A. HALIDAY, Jr. Rhode Island
E. E. DURANT Connecticut
WM. T. DONNELLY New York
WILLIM J. BRADLEY New Jersey
FRANK D. LA LANNE Pennsylvania
WILLIAM H. HEALD Delaware
WILLIAM W. CATOR Maryland
T. M. CARRINGTON Virginia
FRANK WOOD North Carolina
R. G. RHETT South Carolina
JOSEPH F. GRAY Georgia
CHARLES M. COOPER Florida

Executive Committee.

JOSEPH A. GOULDEN New York
HIRAM R. BURTON Delaware
CHARLES HEBER CLARK Pennsylvania

Secretary-Treasurer.

ADDISON B. BURK Pennsylvania

Assistant Secretary.

DURELL SHUSTER Pennsylvania

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Richmond's Preparations for Waterway Improvements.

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